

Railroad (T.H.)
Brighton Pushes
NOV 20 1972
Crossing Issue
Community Affairs File

Blocking of the controversial Penn Central railroad crossing of the U. S. 40 "Y" interchange at the city's western edge could come before the end of the month, according to a letter from Mayor William J. Brighton to the president of the giant, but bankrupt, corporation.

The content of the letter addressed to W. H. Moore, president, Penn Central, 6 Penn Central Plaza, Philadelphia, Pa., was released Monday from Mayor Brighton's office. It reads as follows:

"The City of Terre Haute and its citizens have been forced to endure the negligence or inaction

of the Penn Central railroad far too long in the matter of the grade crossing alterations to Cherry and Ohio Sts. in Terre Haute on the new "Y" over the Wabash River bridge on Wabash Ave.

"Unless Penn Central Railroad commences corrective work measures on said crossings by Friday, Nov. 24, the City of Terre Haute will, because of its governmental responsibilities to the citizens of Terre Haute, provide a smooth surface (concrete or asphalt) over the rails in question.

"The City of Terre Haute, through the Department of Redevelopment, has negotiated for over four years in order to resolve this matter and now feels that time for action has come.

Mayor Brighton's letter followed his recent promise threatening such action after a waiting period of 10 days for the railroad to show "good faith."

In the meantime, a few 75-foot lengths of rail and connecting plates were deposited alongside existing rails near the northern crossing of the "Y." However, the mayor reported no communication from the transportation company concerning any work to be done.

Neither was there any report of a new meeting announced earlier in some media.

Since the new "Y" was opened, with the existing crossing rails several inches below the adjacent road surface, there have been reports of damage to

Continued On Page 8, Col. 4.

Brighton

NOV 20 1972
Continued From Page One.

automobiles traveling the new routes connecting Cherry and Ohio Sts. with Wabash Ave. at the river bridge.

At least one emergency vehicle is said to have been damaged and a private auto, a 1972 model, was reported totaled.

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

**REFERENCE
DO NOT CIRCULATE**

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

Roadbed (1 H)
**City May File
Suit Against
Penn Central**
NOV 23 1972

Suit and counter-suit seems to be the status of Mayor William J. Brighton's attempt to force the Penn Central Railroad into paying for the repair of that company's crossing at the new U.S. 40 Y interchange at the city's west edge.

Mayor Brighton, who was served with a federal restraining order Wednesday morning at the request of the railroad, indicated later that the city may file its own suit, thus removing the fight from the field of letters and conferences and into the arena of the federal court.

The mayor added that, in any case, he will not allow the city to bear the cost for improving the railroad crossing unless ordered to do so by some higher governmental authority.

Wednesday morning Brighton was served with a restraining order, issued late Tuesday by U.S. District Judge James C. Noland, temporarily forbidding the city administration from paving over the two Penn Central crossings here as the mayor had threatened to do. A hearing on a plea for a permanent injunction will be scheduled within 10 days.

Brighton has repeatedly charged the Penn Central with refusing to cooperate in repairing the crossings, reportedly left six to 10 inches below the recently constructed roadbed at the new interchange.

But Penn Central officials have said they are willing to fix the grade crossings if the city will pay the costs, and they filed the injunction suit, which re-

Continued On Page 22, Col. 6.

NOV 23 1972
City May File

Continued From Page One.

sulted in Judge Noland's restraining order, in U.S. District Court at Indianapolis about 4:45 p.m. Tuesday.

"The real question in the controversy," said Brighton, "is about who should bear the costs. We agree that the railroad should do the necessary work, but we believe, in the light of their failure to meet other financial obligations to the city that the moral responsibility for paying is upon them."

The mayor said the huge but bankrupt transportation utility owes the city more than half a million dollars in back taxes from 1969 through the present, and he said they reneged on promises to pay \$160,000 toward financing construction of a railroad overpass on the Fruitridge Avenue project.

Railroad officials argue, however, that the city and Department of Redevelopment created the problem with the new construction and should pay the cost of raising the tracks to the new level of the roadway.

Railroad officials also say two

crossings were created by the Y interchange over the single one which served Wabash Avenue before it was split to direct through-city traffic around the downtown area.

Mayor Brighton said he has discussed with the city attorney the possibility of filing suit against the Penn Central "in attempt to force them to do what we consider is their responsibility to repair and maintain those crossings."

He also indicated the suit, if filed by the city, would probably attempt to place the Penn Central under court order to maintain—an action which Brighton said might provide a precedent for action by the city against other rail lines having rough crossings in the city.

"In any case," Brighton commented, "I'm not going to expend the taxpayers money for the repairs at the Y project unless I am ordered to do so by a higher governmental authority."

REFERENCE
DO NOT CIRCULATE

Community Affairs File

Railroads.

(U.V.)

"Y" Crossings Work Due to Begin Monday

Urban renewal funds will be used to fix the Penn Central Railroad crossing at the new U.S. 40 "Y" interchange. Mayor William J. (Bill) Brighton announced Friday.

Brighton said Golby Uhlir, executive director of the Terre Haute Department of Redevelopment, plans to sign a contract Friday with Penn Central to make the necessary repairs, with work possibly starting Monday morning.

After long discussions this week with Penn Central representatives, Brighton said it became apparent there was no legal way the city could force the railroad to provide money for repair of the crossing.

Noting that the railroad tracks are almost a foot below road level at some spots, causing numerous problems at the site, Brighton said:

"It has become apparent that the railroad will furnish no money for the repair of the crossing and I can no longer under these circumstances permit the situation to exist and

Community Affairs File

Special Collections

REFERENCE
DO NOT CIRCULATE

Milwaukee Road Extends TH Rail Service To Louisville

S MAR 3 1973

Community Affairs File

The Milwaukee Road railroad's capabilities as a transcontinental carrier," Quinn pointed out.

+++

Service to Louisville, which began Thursday, followed the decision on Feb. 26 of a three-judge court in Louisville. That decision dissolved a restraining order, according to the announcement, and cleared the

way for the Milwaukee to proceed with its Louisville entry under the terms of an earlier Interstate Commerce Commission order.

All issues in the case, including certain of the terms under which the Milwaukee will

See MILWAUKEE RR
On Page 10, Column 4

The action will boost rail freight service in the Terre Haute area by affording a direct route to Louisville via the Bedford route.

He called extension of the service from Bedford into the "important Louisville traffic gateway" a "major breakthrough for us." This can mean "new life for the Milwaukee's Indiana line and a significant improvement in our

operate over Louisville and Nashville Railroad and Kentucky & Indiana Terminal Railroad tracks, are being held under submission for decision by the court at a later date, but Quinn stated that this would not interfere with the start of Milwaukee Road service Thursday.

Commenting on the background of the Milwaukee's long-awaited Louisville service extension, Quinn said that the Interstate Commerce Commission had approved the Louisville and Nashville-Monon Railroad merger subject to the condition that the Milwaukee Road be granted access to Louisville. Although that merger was consummated on July 31, 1971, the Milwaukee's actual service extension from Bedford had been delayed by a series of procedural details and legal actions.

+++

The Milwaukee Road's line into southern Indiana intersects the Louisville and Nashville Railroad at Bedford. The Milwaukee will utilize trackage rights over the L&N between Bedford and New Albany and via the connecting Kentucky & Indiana Terminal Railroad over the Ohio River into the K&IT's Youngtown Yard in Louisville.

There the Milwaukee will connect with the Southern Railway to provide fast rail service between the North-Northwest and South-Southeast, competitive in every way with the L&N's service to and from Chicago.

"The 2,686 miles between Portland, Ore., the Milwaukee's most westerly terminus, and Louisville will be one of the longest single line railroad hauls in the United States", Quinn pointed out.

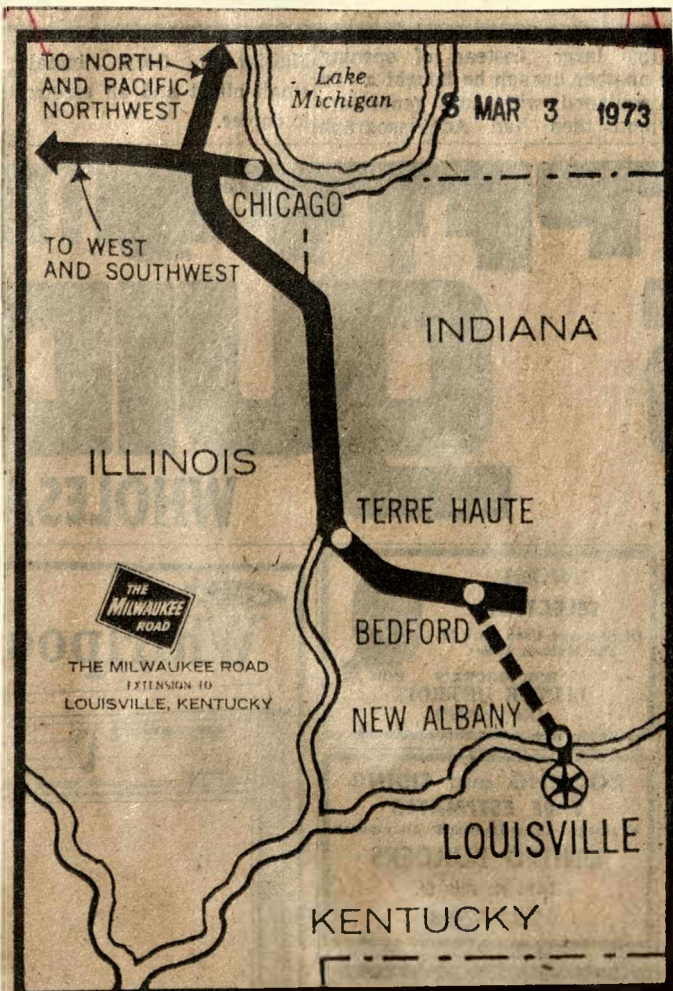
+++

The Milwaukee Road plan for Louisville service has had the support of a large number of major shippers and receivers of freight, as well as many state public service commissions. Upon entering Louisville, the Milwaukee Road will operate approximately 10,200-miles of railroad in 16 midwestern and western states.

"We will be a new and additional source of freight car supply for shippers and will offer all of the advantages of single line service to and from hundreds of on-line points which otherwise could be reached only through interchange", Quinn observed.

Worthington L. Smith, president of the railroad, headed a delegation of Milwaukee Road officers who were hosts to a large group of Louisville civic leaders and business people at a dinner Thursday in Louisville.

This kick-off event will be followed by a series of "Louisville Link-up" luncheons and dinners at numerous points in the Southeast and East, as well as throughout the Milwaukee's 16-state area.



MILWAUKEE ROAD EXTENSION — The simplified map of the Terre Haute extension to Louisville, Ky., of the Milwaukee Railroad shows the extension from Bedford which went into use Thursday. The broken line indicates the trackage of the Louisville and Nashville Railroad, formerly the Monon, and the Kentucky & Indiana Terminal Railroad which the Milwaukee would use in extending the service to Louisville. The Interstate Commerce Commission granted the Milwaukee Road entry to Louisville as a condition in the Louisville and Nashville-Monon Railroad merger.

REFERENCE
DO NOT CIRCULATE

Railroads (Vigo)
**Penn Central
Cars Derailed**

T APR 2, 1973

Twenty-two cars of a Penn Central freight train were derailed at 2:55 p.m. Sunday about 1,000 feet west of the Burnett crossing.

Crews were called out immediately and are expected to have one track open sometime this afternoon and the other tomorrow. Both tracks were torn up, but no injuries were reported. The 22 cars, carrying rolled steel, were part of a 105-car freight headed for Indianapolis, and were in the middle section.

A work train from Indianapolis, several Caterpillars and bulldozers and about 20 men were called to the scene Sunday afternoon.

Community Affairs File

**REFERENCE
DO NOT CIRCULATE**

Community Affairs File

**REFERENCE
DO NOT CIRCULATE**

**VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA**

Railroad (1.4)
**L&N Railroad
Pays Vigo
County Taxes**

MAY 9 1973

A \$51,570.85 check has been mailed from the Louisville & Nashville Railroad has been mailed to the treasurer of Vigo County to cover the first installment of the railroad's taxes due for 1972, according to a news release from the Louisville, Ky., office of the railroad.

The check should be received in time to meet the Thursday deadline for the spring installment of all property taxes.

Vigo County treasurer Bernard Sweeney has issued reminders that his office on the second floor of the courthouse will be open from 8 a.m. to 6 p.m. Thursday to accommodate last day payments. Those payments may also be made at local banks or mailed. Any mailed payment bearing a May 10 postmark will not be subject to a delinquency penalty.

REFERENCE
DO NOT CIRCULATE

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Railroad 'Backs Out' Of Crossing Pact

Community Affairs File

By BLAINE AKERS
Star Staff Writer

The financially troubled Penn Central Transportation Company has apparently "backed out" of its earlier agreement with city of Terre Haute in providing matching funds for the installation of automatic flasher lights near the Maple Avenue Elementary School.

City Attorney B. Michael McCormick recently received a letter from Penn Central Co. chief engineer J. T. Sullivan who stated, "only if the City is agreeable to the full and complete financing of the subject grade crossing protection can we entertain contract negotiations for the installation."

The total project cost of installing an automatic flasher system at the Penn Central crossing is estimated at \$15,722.

+ + +

A public hearing was conducted in Terre Haute February 13 by the Public Service Commission and according to Sullivan, "the financial plight of the bankrupt Penn Central Railroad was well documented in testimony at the hearing."

During the February hearing, city and county officials met with interested area residents and representatives of the Penn Central Co. to discuss the railroad crossing hazard.

Transportation planner Steve Butwin of the Vigo County Area Planning Department informed the Commission that approximately 5,000 vehicles including

12 school buses cross the Penn Central tracks each day. He pointed out that without proper railroad flashers these vehicles "were taking a chance every time they cross."

Alex Menestrina, a representative of the Vigo County School Corporation and also Columbia Records Company, voiced strong support for the installation of the flasher lights noting many company employees use

See **FLASHER LIGHTS**
On Page 2, Column 8

REFERENCE

Flasher Lights

Continued From Page 1

the crossing each day traveling to and from the records plant.

Elderly persons living at the Vigo County Home and friends visiting the Home also use the crossing each day.

+ + +

The Penn Central chief engineer also mentioned in his letter "that if the status of the Penn Central continues to persist it could evoke a rather dramatic climax within the next 30 days."

"In the early months of our bankruptcy, when the feeling prevailed that we may be able to successfully reorganize the company, an attempt was made to honor the legal directives of the various State's Public Commissions. This is no longer possible where an obligation to expend funds has no direct relation to the operations of the railroad," concluded Sullivan.

But meanwhile, the Maple Avenue railroad crossing remains a public hazard and now the city is faced with appropriating funds to cover the entire project cost or at least derive a means to obtain funds to install the flasher lights.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Asks State Aid With Railroad

Community Affairs File

By JAMES McHARGUE
Tribune Staff Writer

T JUL 1 0 1973

Mayor William J. Brighton Tuesday requested the Indiana Public Service Commission to ask the Indiana attorney general to direct the Penn Central Transportation Co. to pay their share of funding flasher lights at the railroad's Maple Ave. crossing.

The total cost of the flashers will be \$15,000. Originally the city and the Penn Central were to split the cost evenly, according to a ruling by the commission.

In a letter dated June 14, J. T. Sullivan, chief engineer for the

railroad, stated that the railroad will under no circumstances pay \$7,500 for the lights.

Sullivan said it was no longer possible to honor the legal directives of the Public Service Commission.

Brighton, in an interview with The TRIBUNE, said:

"The Penn Central probably owes the city and county \$1-million in back taxes. The other railroads, most notably the L & N and the Milwaukee, pay their taxes, honor their obligations and are good citizens.

"I understand the Penn Central has problems, but I feel

Continued On Page 8, Col. 5.

Mayor

JUL 1 0 1973

Continued From Page One.

they must meet their obligations too. They are able under the present circumstances to almost entirely ignore their duties. When the Penn Central avoids taxes, it's the average taxpayer that must make up the difference and pay the bills.

"This is unfair and, in my opinion, there is no justification for our taxpayers to pay the Penn Central's bills."

Brighton said that if the railroad owed the city \$1-million in back taxes, it would raise the tax rate by 20 per cent. Likewise, if the company paid their taxes, the city property tax could be lowered by 20 per cent.

The mayor's letter was sent to Commissioner David Allen. It states:

"Mr. Allen:

"Enclosed you will find a letter dated June 1, 1973 from J. T. Sullivan, chief engineer for the Penn Central Transportation Company.

"As you will note, the letter states that the railroad has no intention of complying with the Commission's order to install automatic flashers at the railroad's intersection with Maple Ave., bearing half the cost.

"As recorded testimony indicates, this is a very dangerous crossing used by many school-aged children daily. In addition, the transportation company has not met its property tax obligation to this city for a number of years and we feel it would be unfair to ask the citizens of this community to further subsidize that operation.

"Therefore, we request that the Public Service Commission certify these pieces of mail and send them to the Office of the Attorney General of the State of Indiana asking him to direct the Penn Central Transportation Company to meet their obligation in this matter, according to the Commission's order."

Indiana Attorney General Theodore Sendak will have the duty of presenting an opinion as to whether or not the Penn Central should be forced to pay the \$7,500.

Penn Central has been declared bankrupt and is currently in court awaiting a decision as to the railroad's final fate.

Indiana Senator Vance Hartke has stated that should the railroad go out of business, it would raise unemployment in the state almost 25 per cent.

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

Community Affairs File

Mayor Blasts Railroad About Reneging

3 JUL 1 1973

The bankrupt Penn Central Transportation Company was sharply criticized Tuesday by Mayor William J. Brighton who claimed, "there is no justification for our taxpayers to pay the Penn Central's bills."

Penn Central officials recently notified Brighton that "the Penn Central company would be unable to expend funds for the installation of flasher lights at Maple Avenue crossing." The project cost is estimated at \$15,722 and original plans call for a 50-50 split between the city and the railroad in funding the project.

Tuesday, Brighton said he would request the Indiana Public Service Commission to ask Attorney General Theodore Soudak to direct the Penn Central Co. to appropriate their share of the funding for the Maple Avenue project.

+ + +

"I understand the Penn Central has problems, but I feel they must meet their obligations too. They are able to ignore their duties under present circumstances, but when they avoid paying taxes, it is the average taxpayer that must make up the difference and pay the bills," Brighton said.

An earlier article in The Terre Haute Star stated that the Penn Central "had apparently backed out of its agreement with the city of Terre Haute in providing funds for the flasher light project."

A letter, signed by J. T. Sullivan, chief engineer of the Penn Central Co., claimed the railroad was unable to reorganize due to their financial plight and that the company could not entertain contract negotiations unless the city of Terre Haute could provide 100 per cent funding.

Apparently, Brighton doesn't feel the city should provide the entire \$15,722, so he's seeking aid from the Attorney General's office. "The Penn Central probably owes the city and county \$1 million in back taxes. The other railroads pay their taxes, honor their obligations and are good citizens," declared the mayor.

Statistics have shown that approximately 5,000 vehicles cross the Maple Avenue railroad tracks each day. This includes 12 school buses which carry a total of 650 students.

Other factors which qualify a need for a flasher light system at the Maple Avenue crossing include (1) the Vigo County Home is located near the crossing and many people walk or ride to visit persons at the home, (2) a large number of employees from the Columbia Records plant use the crossing at least twice a day, and (3) many small children walk to and from the area schools regularly and must cross the Penn Central crossing.

Within the past year four accidents have taken place at the Maple Avenue crossing. Each of the accidents took place in the evening. Local officials claim there are no warning signals prior to the tracks and that especially in the night it presents a hazard for motorists and pedestrians.

City Hall officials remark that the original agreement between the city and the Penn Central Co. stated that the project would get underway within six months. The agreement was signed in March of this year.

+ + +

A letter mailed to Commissioner David Allen from Brighton said:

"Mr. Allen:

"Enclosed you will find a letter dated June 1, 1973 from J. T. Sullivan, chief engineer for the Penn Central Transportation Company.

"As you will note, the letter states that the railroad has no intention of complying with the Commission's order to install automatic flashers at the rail-

road's intersection with Maple Ave., bearing half the cost.

"As recorded testimony indicates, this is a very dangerous crossing used by many school-aged children daily. In addition, the transportation company has not met its property tax obligation to this city for a number of years and we feel it would be unfair to ask the citizens of this community to further subsidize that operation.

"Therefore, we request that the Public Service Commission certify these pieces of mail and send them to the Office of the Attorney General of the State of Indiana asking him to direct the Penn Central Transportation Company to meet their obligation in this matter, according to the Commission's order."

Community Affairs File

VI

LIBRARY

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

REFERENCE
DO NOT CIRCULATE

Brighton Joins Battle to Deny Amtrak Request

By JAMES McHARGUE
Tribune Staff Writer

Mayor William J. Brighton said Monday that the city has filed a petition with the Interstate Commerce Commission asking it to deny Amtrak's request to discontinue railroad passenger service through Terre Haute.

City Attorney R. Michael McCormick filed the brief Friday specifically asking that trains Number 30 and 31 between New York, N. Y., and Kansas City, Mo., be continued.

Brighton said:
"I instructed the city attorney to take the action because the proposed cut in service involves a number of jobs in the Terre Haute area.

"Any time there is a movement to do away with jobs in the city we should take a long, hard look at the situation.

"The petition asks the Interstate Commerce Commission to deny the request to cut service on the basis that the action is arbitrary and unwarranted, ignoring the right of the public.

"The petition also states that if the commission does not find reason on the basis of the brief to deny the request, then a field hearing on the matter should be conducted in Terre Haute."

The McCormick petition argues that the decision to cut train service through Terre Haute is a premature action and that Amtrak has done nothing to encourage the use of its service.

The brief then states that it be entered on the ICC's records that the city is against the cutting of service to the area and that the petition was filed to bring to the attention of the ICC the factors and circumstances of the proposed discontinuance.

Saturday Indiana Public Counselor Carl Van Dorn requested that public hearings in Terre Haute, Indianapolis, Logansport and Richmond be held on the Amtrak proposal.

Van Dorn, in his letter of protest to the ICC, said that "Amtrak should not be given the opportunity to abandon rail passenger service along the important traditional routes which they are now seeking to abandon."

Van Dorn has entered his appearance on behalf on the people of Indiana. He said persons wishing to speak at the field hearings should notify Robert Oswald, secretary, ICC, Washington, D.C.

Van Dorn added that the protests to Oswald should be mailed immediately due to the short time before Amtrak wants to discontinue the service.

Gov. Otis R. Bowen Friday also officially protested the proposed elimination of the trains.

Bowen said:

"It is becoming obvious that Amtrak, as an experiment, is demonstrating that it is a viable segment of what is slowly emerging as an intermodal transportation system essential we believe if the nation is to have the capacity to efficiently transport people and commerce.

"We believe Amtrak is working and that the trust of its development efforts should begin to move away from the expedients it accepted to insure its survival and now move toward the creative fashioning of a rail passenger network that is truly national in scope."

Community Affairs File

REFERENCE
DO NOT CIRCULATE

Community Affairs File

Myers Says *Railroads T.H.* Amtrak to Continue

AUG 1 1973
Continued operation of two passenger trains through Indiana, at least through Dec. 2, is the subject of an order to Amtrak from the Interstate Commerce Commission, according to an announcement from the office of Congressman John T. Myers (R-7th Dist.).

Congressman Myers had filed a protest with the ICC over Amtrak's plans to discontinue runs by the National Limited between New York and Kansas City, Mo., a move that would leave Terre Haute without passenger train service. Amtrak also has requested permission to discontinue operation of the Floridian between Chicago and Miami.

Myers submitted the protest after Amtrak announced in July that it would eliminate the trains Aug. 2.

The ICC said it will hold public hearings in 21 cities in September to discuss Amtrak's proposal to drop the two trains. Both will continue in operation four months while the ICC decides the results of the hearings.

The future of the National Limited service to Terre Haute and Richmond will be reviewed at public hearings scheduled for 9:30 a.m. Sept. 4, 5, and 6 at Indianapolis.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Railroads (JH)

Rule Against RR in Dispute

Community Affairs File
T AUG 18 1973

Legal action seeking to force Penn Central officials to make good on an agreement to install automatic flasher signals at the Maple Ave. crossing of the railroad has been authorized by the Indiana Public Service Commission.

The authorization came from a meeting of the Commission Friday which also saw dismissal of another area request for signals. In that action, an agreement with the Louisville & Nashville Railroad to keep foliage trimmed and install other signs at the L&N crossing in question resulted in the dismissal.

The Penn Central issue at hand involves an IPSC order to the bankrupt railroad last March 8 to install the Maple Ave. flashers within six months. However, Penn Central advised Terre Haute city officials recently that "due to pending bankruptcy it shall not honor the legal directive."

A railroad spokesman said Penn Central does not consider the warning signals to have a "direct and continuing relationship with operation of the railroad."

The commission entered the case after the railroad was unresponsive to requests by the city and Vigo County School Corp. to install automatic devices at the crossing. The crossing is located immediately east of Maple Avenue School and about one-half mile west of Terre Haute North Vigo High School.

The single track connects the former New York Central main line to the former Pennsylvania Railroad yards. The two railroads merged several years ago to form the Penn Central.

In the commission resolution adopted Friday directing Indiana Atty. Gen. Theodore L. Sendak to take legal action to enforce the order, the PSC said: "The commission finds that the public safety and public interest of petitioners Terre Haute residents and other residents of the area affected does bear a "direct and continuing relationship to the railroad operations of the respondent."

The Maple Avenue crossing dispute is the second issue over which the city and Penn Central have clashed during the last year.

When the new Y-interchange was completed last fall at the east end of the Wabash River bridge on Wabash Avenue, the railroad refused to honor its agreement with the city to improve crossings on both legs of the Y. The city eventually had to enter into an additional contract to finish the project.

REFERENCE
DO NOT CIRCULATE

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Expect Decision Next Week In Suit Against RR Spur

Railroads (T.H.) Community Affairs File

S AUG 25 1973

A lawsuit challenging the right of a private firm to construct a railroad across a public road or highway will be decided early next week in Vigo Superior Court.

Final oral arguments were offered by attorneys Friday in the case of Richard L. Baker vs. AMAX Coal Company. Judge pro tem Samuel Beecher Jr. ordered written briefs to be filed by Monday and said he probably would rule on Tuesday.

+ + +

Attorney Hansford C. Mann represents Baker, plaintiff in the suit, while attorney Thomas L. Spelman represents AMAX.

Judge Beecher Friday granted a petition filed by 288 other individuals who asked permission to join Baker as plaintiffs in the action.

Baker initiated suit against AMAX after the company

secured permission from the Public Service Commission of Indiana to construct a railroad spur across Ind. 46 in southern Vigo County, as well as five county roads. The plaintiff's complaint contends an error in a published legal notice resulted in an inadequate notice of a scheduled PSC hearing.

+ + +

According to attorney Mann, AMAX has acknowledged its purpose in constructing the railroad spur is to provide speedier transportation of coal

from area mines. The plaintiff's complaint alleges the company already has access from the mines by road.

In his courtroom argument, Mann cited what he said were 1913 acts of the Indiana General Assembly which had as their intention the eventual elimination of railroad grade crossings on public roadways.

The complaint also alleges the rail spur would pose a potential hazard to the safety of Baker, the other 288 plaintiffs and all others who traveled the roads involved.

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

REFERENCE
DO NOT CIRCULATE

Ruling Halts Railroad Spur

Community Affairs File

A permanent injunction that prevents the AMAX Coal Company from continuing construction of a railroad spur across Indiana Hwy. 46 about three miles east of Riley was issued Tuesday by Judge Pro Tem Samuel Beecher Jr.

In issuing the injunction, Judge Beecher's order now voids a previous approval order given by the Indiana Public Service Commission. It also requires the coal company to stop construction immediately and to restore the highway to its original state.

AMAX had been continuing work on the spur despite pending litigation in Vigo Superior Court No. 2.

The judge's ruling was in favor of the plaintiff in the suit, Richard L. Baker, who brought the action against AMAX in June. Last week Baker was joined by 288 other individuals who successfully petitioned the court to have their names added as plaintiffs.

AMAX has 60 days in which to appeal Beecher's decision.

Attorney Hansford C. Mann, who represented the plaintiffs, argued that the PSC had erred in approving the coal company's request to construct the spur line across the highway. Mann noted that AMAX is not a com-

mon carrier, such as a railroad, but sought to install the line simply to gain greater profits.

The coal company's petition filed with the PSC had stated construction of the spur line would save the company a substantial amount in costs of transporting coal from area mines. Presently, the coal is trucked.

Mann also had contended statutes enacted by the Indiana General Assembly in 1913 had as their intention the eventual elimination of railroad grade crossings in the state. Construction of the AMAX spur, he argued, was contrary to that intention.

Following announcement of the ruling, Judge Beecher acknowledged public safety was a

primary factor in the suit. He noted that the proposed crossing would constitute a potential hazard to school buses and all other public vehicles.

Some construction already has been completed at the site of the planned crossing, located on Ind. 46 east of Riley. Traffic had been routed onto a slight detour along the side of the highway while the work was in progress.

There was no indication when AMAX would begin restoring the highway to its original condition.

Likewise, there has been no indication as to whether attorney Thomas Spelman, who represented AMAX, will file an appeal of Judge Beecher's ruling.

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

Community Affairs File

Vigo County Public Library Community Affairs File Community Affairs File

Better Rail Service Goal

SEP 1 1973
By JACK HUGHES
Tribune Staff Writer

Local civic leaders have reacted favorably to the Amtrak decision to continue rail passenger service through Terre Haute and expressed the hope that this marks a turning point toward improved service.

Terre Haute City Council President Pete Chalos voiced the consensus as he said, "I think we need it."

"It was a hardship for Terre Haute to lose north-south runs

(formerly operated by the L&N Railroad) between Chicago and Miami, Fla., through Terre Haute," he continued/ "I believe that we need continuation of the east-west service and hope that it will improve."

County Commissioner John Scott also referred to the vast difference in rail service now as compared to several years ago when a number of passenger trains stopped at Terre Haute traveling in all directions.

"I think we've already felt the impact of the loss of service in the past. Now, if we can hold onto what we've got and develop more, I believe it could be a big boost to our appeal for industry," Scott suggested.

Patrick O'Leary, president of the Terre Haute Area Chamber of Commerce, expressed

extreme pleasure when informed that railroad service to Terre Haute would be continued.

O'Leary commented, "A city the size of Terre Haute with its expanding industrial picture should have the benefits offered by passenger train service." He continued, "With the increased highway congestion, Amtrak may be used a great deal by travelers if the company offers a reliable service."

Amtrak, the National Railroad Passenger Corp., announced Friday that it will withdraw a request to the Interstate Commerce Commission to drop the National Limited and the Floridian passenger trains serving Indiana. The National Limited runs from New York to Kansas City serving several Indiana cities including Richmond, Indianapolis and Terre

Haute. The Floridian operates between Chicago and Miami through Indianapolis with stops also in Louisville, Ky.; Birmingham and Montgomery, Ala.; and St. Petersburg, Fla. It is the only passenger train serving Louisville.

The National Limited, with two runs in each direction, east and west, through Terre Haute, is the only rail passenger service remaining here.

Chalos observed further, "We are fortunate that we do have the new air commuter service, but rail passenger service offers convenience for short runs as well as distance travel, as shown by Amtrak's own increased ridership reports."

Wire service reports from Washington, D. C., had stated that Amtrak changed its mind

Continued On Page 2, Col. 3.

about the Floridian and the National Limited after ridership increased substantially in recent months. Quoting Floridian figures, the report said that ridership increased 25 per cent in May, 70 per cent in June and 57 per cent in July.

Originally Amtrak asked that the Floridian and the National Limited be dropped from service Aug. 2. This date was set over to Dec. 2 when the ICC said it wanted to hold hearings to give local officials and the public a chance to express their views.

Those views are being expressed voluminously by public officials who appear virtually unanimous in praise for the decision to continue service and strongly voice hope for improvements rather than cut-backs.

The first report came Friday from the office of Sen. Birch Bayh Jr. who said he believes Amtrak should seek "... to improve the position of railroad passenger service rather than simply cut back on service."

Similar views to those of the Democrat junior senator from Indiana came from both sides of the political arena with comments from Republican Congressman John Myers, Democrat Indiana Sen. Vance Harke and Republican Gov. Otis Bowen.

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

REFERENCE
DO NOT CIRCULATE

Community Affairs File

Myers said, "Hopefully, Amtrak will now concentrate its efforts on improving, rather than terminating, rail passenger service within our state." The congressman also reminded that public hearings on a petition filed by Amtrak to re-route the Floridian, south of Indianapolis, will be held in Room 221 of the City-County Building in Indianapolis on Sept. 7.

Gov. Bowen also said he wants more than just continuation of rail passenger service in Indiana from Amtrak.

Saying he understands the difficult conditions under which AMTRAK is forced to function, Bowen said it is time for "creative management and promotion."

The governor said equipment used on Amtrak's service in Indiana "ranks among the poorest in its system."

Noting that passenger use has increased despite that, Bowen said if the Kansas City-New York and Chicago-Florida trains are to remain in service, "it is imperative that immediate steps be taken to upgrade the standards of service."

Bowen urged that the National Limited route either be extended to Denver or connect with San Francisco-bound service at Denver or Omaha. Either extension would take better advantage of the year-around tourist trade, he said.

REFERENCE
DO NOT CIRCULATE

VIA COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Community Affairs File

REFERENCE
DO NOT CIRCULATE



PSC FILES PETITION — The Public Service Commission of Indiana has filed a petition in Vigo Circuit Court asking Judge C. Joseph Anderson to force the Penn Central Transportation Company to pay half the cost of installing automatic signals at its crossing on Maple Avenue. The crossing, shown above, is crossed daily by scores of school children. The city will pay the other half of the \$15,000 project. (Photo by Kadel)

PSC Moves To Force PCRR To Install Warning Signals

SEP 12 1973
The Public Service Commission of Indiana filed a petition in Vigo Circuit Court Tuesday in an attempt to force the Penn Central Transportation Company to pay half the cost of installing automatic warning signals at its Maple Avenue crossing on Terre Haute's northside.

Signed by Attorney General Theodore L. Sendak and PSC Charman W. W. Hill, the petition asks Judge C. Joseph Anderson to issue a permanent prohibitory and mandatory injunction against the railroad barring it from continuing to ignore an order to share the cost with the city.

Judge Anderson scheduled a hearing on the request for Sept. 20. Mayor William Brighton had appealed to the PSC in July to take action to force Penn Central to pay \$7,500 of the \$15,000 project.

The mayor requested state assistance after J.T. Sullivan, chief engineer for the railroad, informed the city that "under no circumstances" would Penn Central pay \$7,500 for the signals. At that time Sullivan also said it was "no longer possible" for the railroad to honor the legal directives of the PSC.

In the petition filed Tuesday, Sendak noted that the period of time provided for compliance by Penn Central had expired Sept. 8 without any action by the railroad. Alleging the Penn Central has "willfully violated the order", Sendak said the railroad has "refused and will continue to do so unless this court so orders."

The PSC had earlier agreed with local petitioners that the automatic signals are necessary at the crossing because of the large number of school children who walk along the road.

Track Repair Ordered

T OCT 17 1973

Community Affairs File

Penn Central Needs Plan

By MARY ANNE PIERCE
Tribune Staff Writer

Penn Central Railroad was "back in business" Wednesday morning with restrictions on speed and an almost unsurmountable task ahead for track repair crews following a one-day shutdown ordered by the Federal Railroad Administration.

Bill Martin, supervisor of tracks in the Terre Haute area, said the FRA has ordered Penn Central to repair 7,000 miles of track which do not meet federal safety standards and has granted the transportation company 30 days to come up with a plan of action.

The Penn Central main line

running through Terre Haute to St. Louis was not affected by the federal agency's action, Martin said, but yard tracks and secondary lines are included in the order.

There are no secondary and branch lines in Terre Haute. The Rockville branch was closed some time ago by the Interstate Commerce Commission. In the Terre Haute yards, speed has been restricted to six miles an hour. Normally, trains operate there at approximately 15 miles per hour.

Martin sees the job ahead for his crews as "serious." With 15 men, he is responsible for tracks from Frankfort to Terre Haute and from Terre Haute to Jewett, Ill.

"We'll just have to do the best

we can on an eight hour shift. The way the money is we are allowed no overtime."

Repairs, according to him, require "digging in a brand new tie every 100 inches."

Martin said the only passenger service affected by the one-day shutdown Tuesday in Indiana was the James Whitcomb Riley which operates between Chicago and Cincinnati. It now must run at eight miles an hour until repairs are made.

Prior to the 30-day grace period granted by FRA, Penn Central was forced to close down about 500 miles of its 2,800-mile track in its Indiana section of the Southwestern Division.

The remainder of the state is in the Penn Central's Fort Wayne division, but officials in

that section, which covers areas of Northern Indiana, declined to announce track closings.

In all, the railroad shut down 2,790 miles of secondary line throughout its system as new federal safety standards went into effect.

A spokesman for the Penn Central in Indianapolis said it was not known whether the tracks would be repaired and reopened.

The shutdown, he said, meant rerouting of 12 to 14 freight trains daily, plus the Amtrak passenger train, the James Whitcomb Riley between Chicago and Cincinnati. No trains were discontinued.

The rerouting of the Riley

Continued on Page 2, Col. 4.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

OCT 17 1973

Penn Central

Continued From Page One.

meant, at least for now, that cities such as Logansport, Frankfort, Lebanon and Richmond would be served by two passenger trains, while places such as Lafayette, Shelbyville and Greensburg would be without passenger service.

The Riley formerly ran through Kankakee, Ill., Lafayette, Indianapolis, Shelbyville and Greensburg. The Riley will be rerouted through Logansport, Frankfort, and Lebanon to Indianapolis, the same tracks used by the Southwind, a Florida to Chicago passenger train.

The Riley was detoured from Indianapolis to Richmond, sharing the same tracks with an east-west passenger train, then southward into Cincinnati.

Recall Train Wrecks on The Big Four Bridge

Community Affairs File

Railroads (T.H.)

By DOROTHY J. CLARK Ts OCT 23 1973

On Friday, Oct. 28, 1892, two freight train engines collided on the Big Four Wabash river bridge.

Just before 7 o'clock that morning, a freight train running at a dangerous rate of speed plunged into the engine of another freight train on the river bridge with a crash that was heard for a mile. For an instant there was silence; then came the second crash, not so loud or startling as the first, but which carried terror to the hearts of all who knew the sound. The bridge had given away.

One span of the iron bridge constructed in 1881 had collapsed from the tremendous strain and into the river the two engines were hurled, with Engineer Wesley Allison still at his post. Several freight cars were drawn down with the engines. For some time after the crash nothing could be seen except a cloud of dust, steam and flying fragments of timbers.

When the air cleared a little hundreds of spectators rushed to the scene and stood about looking for the supposed dead and wounded. It was reported at first that all the enginemen were missing as well as some of the stockmen. This was later found to be a mistake. The loss of life was limited to one brave man who stuck to his post and went down with the wreck.

Engineer Wesley Allison was the only man missing. He held the throttle on stock train No. 42 and was coming in at high speed. He saw his danger and whistled for brakes, but his signal was either too late or the brakes failed to act. The engine, No. 341, collided with No. 320, which was standing on the bridge, with sufficient force to drive it almost on top of the silent locomotive.



DOROTHY J.
CLARK

Fireman Sowers, of No. 341, jumped from the engine just outside the bridge and escaped without injury. But the engineer went down with the wreck.

Engineer Flynn of No. 320, heard Allison's cry of horror as he found himself going down, and a man who lived near the scene said he saw Allison struggling in the water moments afterward, but he was unable to go to his assistance. Allison's struggles were brief and feeble. There was little doubt he had received serious injuries before he struck the water.

The entire second span of the bridge from the east side was down. Below in a confused heap were the remains of two locomotives and eight or ten cars.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Engine No. 320 was completely under water and the other engine lay at the base of the pier in a broken and confused mass. At its side lay three or four stock cars, while from above one car hung suspended from each side in a way that the slightest jar would send them down into the river.

The stock cars were loaded with cattle and the noise made by the frightened and injured animals was almost deafening. About a dozen head of cattle escaped from the wrecked cars and swam to land.

One of the waterworks employees who witnessed the collision described the scene as follows: "I heard both engines whistle. The engine of the train on this side had reached the draw and was at a standstill. The eastbound train came around the curve at what appeared to be 75 miles an hour. It was the fraction of a minute until the crash came. The flying engine seemed to jump into the air like a living monster trying to leap over an obstruction. The shock drove the motionless engine back to the other span. Then the bridge gave way and the engines parted. The second crash was deafening. It took some time for the cloud of dust and steam to subside so I could see what happened. Then I could see nothing but the piles of rubbish floating away and could only hear the hissing of the steam and the bellying of the injured cattle."

Engineer Allison's body was not recovered until April 23, 1893, almost six months after the accident. The widow and

children living at Mattoon survived him.

A similar train wreck occurred some eight years later on the Big Four railroad bridge over the Wabash River here. On Feb. 23, 1900, a freight train composed of 45 loaded cars, four empties, an engine and two cabooses left Mattoon at 10 o'clock.

The freight cars were loaded with spelter, merchandise, baled cotton, bran, meal, paper wrappers, stove ovens, bulk middlings, pig lead, bulk clay, lumber, corn, oil and wood.

Engineer Harry Adams, interviewed at Union Hospital where he was being treated for injuries, gave the following account: "When we came around the curve just before going on the bridge the fireman said to me 'All right,' which means that the bridge was clear. He could not get a full view of the bridge, but did not see anything that was not all right. We were going at about 10 miles an hour when the engine went on the bridge. Just as we touched it, Ruddell cried out, 'My God, look out!' I looked out the window and saw that the track was out of line and threw down my seat, expecting to jump, but the next thing I knew I felt the cold water and found myself paddling around in the water. I got a hold on something and knew that I could keep from sinking. I heard Ruddell groaning and called

THE TRIBUNE-STAR, TERRE HA

to him. He said that he was fast and burning . . . He became so weak that he could not keep his head out of water and I threw him a board. He rested his head on the board, and that is all I remember. I do not know how I got out, but they tell me that I walked on the ice, and after they pulled me on the bridge that I walked to the bank. The fireman was parboiled, I am sure, as he was jammed between the coal-gate and the fire-door. He could not move and the escaping steam must have burned him. He tried to jump when he called to me, and was out of his seat and just ready to go when he went down. The brakeman had just left the cab, and was either going over the tank or was on the first car . . . If anyone knew of the dangerous condition of the bridge they did not try to flag us."

Continued Next Week . . .

TS NOV 4 1973

More About Train Wrecks On the Big Four Bridge

Community Affairs File

Railroads (T.H.)

TS NOV 4 1973 By DOROTHY J. CLARK

Last week's column told of the Big Four railroad bridge over the Wabash river here at Terre Haute and the two major disasters connected with it since it was constructed in 1881. The first big train wreck on the old iron bridge occurred between two freight trains on Oct. 28, 1892. The second wreck occurred Feb. 23, 1900, and was also between two freight trains.

Big Four Railroad Superintendent Duane (for whom Duane Yards is named) said: "The pier which gave way has been standing for nearly thirty years, and to all appearances was as good as the day it was put in. The manner in which it was undermined precluded all possibility of its condition being discovered in time to avert the accident. The water had sapped the foundations far down below the water line and until the weight of the train disclosed the fact that the structure was unsafe, we had no knowledge of it."

L. E. Short, of Mattoon, was the conductor in charge of the ill-fated train and was riding in the caboose with the brakeman when the bridge gave way.

The brakeman, with rare courage and presence of mind, sprang out on the platform and set the brakes, his action preventing the dozen or more cars left standing on the track from plunging into the river with the rest.

Conductor Short said there were 49 freight cars in the train and all fell into the river except 13. The conductor jumped as soon as the brakes were set and the brakeman did likewise, both escaping without a scratch.



DOROTHY J. CLARK

Conductor Short was beginning to think he bore a charmed life, as he was in a smash-up the week before and came out unhurt. He was riding in his caboose, the same as this time, when a wreck occurred in which his car was totally demolished. Short jumped for his life and stood by while his caboose was being ground to pieces.

George Wilson, Harry Brown and Charles Williams, a trio of tramps, were in one of the middle cars when the bridge collapsed, but managed to get out unhurt. When the engine went down there was a jar which shook the entire train and the tramps sprang to their feet and looked out. They made haste in getting out and a few seconds after they reached the ground their car had plunged into the river and became a part of the wreckage under the water.

The three men were given lodging at the jail that night and left town the next morning. They said they boarded

the train at Paris and so far as they knew there were no other tramps in any of the cars.

A fortunate combination of circumstances was responsible for the fact that the loss of life was not something horrible. Train No. 11, which was the Southwestern Limited, one of the fast-flying passenger trains over the road, had or-

ders to meet train No. 438, which accounts for the high rate of speed at which the train was running. Had he decided to take a siding west of the river to wait for the fast passenger as would not have been out of the ordinary, the Southwestern Limited, with its loaded passenger cars, would have been hurled to the bottom of the river.

Another coincidence that probably saved two lives was the breaking down of engine No. 438. When the train was ordered it had been decided to run a double-header to Terre Haute. Their pairs on No. 438 could not be completed in time, hence the train was run with a single engine. The train men who escaped went to their homes at Indianapolis that night on the Knickerbocker, which was run from Paris to Terre Haute over the tracks of the T.H. & P.

Supt. W. M. Duane, of the Big Four told a GAZETTE reporter: "We put a hundred men to work repairing the broken span of the bridge today and will put another shift of another hundred on tonight.

We expect to have the span repaired so that trains can pass over within five days. If the ice was not so bad and the weather was better we could have trains over in three days. The delay to through Big Four travel will be an hour."

The Big Four bridge wreck was the reigning sensation in town, but the sudden cold wave kept the crowds down that visited the scene. Outside of the inconvenience to Big Four travel, the loss to the company was estimated at \$100,000.

Fireman Dan Ruddell died at the hospital the night of the wreck. He was terribly injured. According to the attending physician, Ruddell was able to tell something of the accident. He told that the engineer and himself saw that the bridge was out of plumb before they struck it, and that the engineer tried his best to stop the train but they were going too fast and could do nothing.

Charles Baldwin, who had boats to rent on the river bank, and his wife tried to stop the train, as they noticed it was swaying to and fro, but they were not in time to do it, although they tried to do so.

Engineer Adams and Fireman Ruddell both lived as neighbors at Brightwood. Ruddell was caught in the gangway of the engine and pinned

down under the wreckage. He was fast against the boilerhead and his entire body was scalded from the escaping steam.

As soon as he saw the bridge was going away, Brakeman Whiteman started back on the train, but only reached the top of the tank when the crash came. He was caught between the first car and the engine and both of his legs were badly crushed.

The next morning the wrecked cars in the river caught fire from a sky rocket that was fired with a line from one side of the river to the other igniting the cotton. The flames soon spread and the fire became so threatening that it was necessary to call out the fire department to save the bridge. A car of oil and the baled cotton helped spread the fire which hampered the wrecking crews and threatened the wagon bridge as the flaming wreckage floated downstream.

Enterprising citizens were salvaging the bales of cotton and other freight from the river and charging ten dollars a bale from the railroad. It's an ill wind that blows no good!

REFERENCE
DO NOT CIRCULATE

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

Railroads (TH) ✓
RR Crossings
Considered for
Signalization
 NOV 28 1973
 Community Affairs File

Three railroad crossings in Vigo County that have been labeled as among the 25 most dangerous in the state may receive automatic warning signals in the near future.

A Public Service Commission ruling on proposed installation of the automatic warning signals at "25 of the most dangerous railroad crossings" is expected within a few weeks.

The PSC heard evidence Tuesday on the proposal, authorized in a \$500,000 appropriation by the 1973 General Assembly.

Stephen E. Butwin, transportation planner for the Vigo County Area Planning Department, reports that the three crossings in Vigo County are:

--Penn Central at Maple Ave. near 29th St.

--Penn Central at 3rd St. in Sandford.

--Louisville and Nashville at 43rd St. in Otter Creek Township.

Butwin commented that the locations were selected by the Railroad Department of the PSC. He added that the Area Planning Department had also

Continued On Page 14, Col. 2.

Crossings ✓

Continued From Page One.

been contacted for recommendation of sites.

The railroads were originally to share in the costs of the installation of the signals, but hearing examiner Dale B. McLaughlin said Tuesday that this is no longer certain.

The signals will cost from \$16,000 to \$43,000 per crossing, averaging about \$20,000. The railroads will take care of maintenance.

There was no direct opposition to the program at the PSC hearing, but George Hopkins, assistant public counselor, questioned the method of selecting the first 25 crossings.

Indiana has 10,868 railroad crossings, third largest total in the nation. Only 3,004 have active warning signals.

Community Affairs File

REFERENCE
 DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

When Streetcars Came, Street Names Changed

Community Affairs File

Is DEC 23 1973 By DOROTHY J. CLARK

Railroads (TH)

Public transportation in the City of Terre Haute was provided for by the Common Council in 1866 when they authorized John H. Barr, President of the Terre Haute Street Railway Company, to lay tracks in the city streets.

The company was authorized to lay a single or double track on the following streets: Wabash, Ohio, Cherry, Walnut, Mulberry, Poplar, Eagle, Swan, Chestnut, Oak, Lafayette Road, and north and south streets from First to Tenth streets. They were allowed to lay the above-named tracks plus any necessary turn-outs for side-tracks and switches.

The railway cars and carriages to be used on these tracks were operated by animal power only, and could not connect with any other railway on which any other power was used. The street railway was to be used for no other purpose than to transport passengers and their ordinary baggage.

The tracks were not to be elevated above street level so as not to interfere with the passage of wagons, carriages, etc., along or across the track at any point. All tracks were to be of uniform gauge, not exceeding five feet in width, laid in the center of the streets only.

The first streetcars were not allowed to go more than six miles an hour. While the cars were turning corners from one street to another the horses or mules were not driven faster than a walk. A distance of 200 feet had to be kept between cars running in the same direction.



DOROTHY J. CLARK

There were all sorts of safety rules including "conductors shall not allow ladies or children to enter the cars while in motion," and "cars, after sunset, shall be provided with signal lights." A fine up to fifty dollars was levied on anyone convicted of hindering or stopping a street car after the driver or conductor had rung the warning car bell.

By the first day of October, 1868, the company was obligated to have a street car line in operation from the corner of First and Wabash to the Passenger Depot on Chestnut street. The charter was granted for a thirty-year period and for four years the company was exempt from city taxes. The fare was set at ten cents on any one line in the city.

On July 7, 1868, the Common Council passed an ordinance "prohibiting all persons, not in good faith intending to use them as a conveyance, from jumping on Horse Cars in the city, while the same are in motion." There was a fine not to exceed \$25 for this offense.

At the same session of the Council a similar ordinance was passed relating to railroad trains within the city limits while in motion. This violation carried a \$50 fine.

Many ordinances adopted by the Common Council pertained to streets and public transportation. They found it necessary to regulate the use of stagecoaches, hacks, drays and other vehicles for transportation of passengers,

Dorothy Clark

Continued From Page 4.

Is DEC 23 1973

freight or other articles to and from points within the city for hire or pay. They tried to pre-driving." vent "immoderate riding or driving."

Traffic hazards over a century ago (included the "running at large of cattle, horses, swine, fowls, and other animals." The Council tried to restrain and prohibit this practice.

They found it necessary to regulate the speed of horses, carriages, locomotives, etc. A tax was established on omnibuses by the 1873 Acts.

The planting, maintaining, and protection of shade trees along the streets and in public grounds was their responsibility in 1865. They also compelled the owners of lots bordering on those streets and public grounds to do the same. They could specify what kind of tree and how it was to be planted!

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

In 1871 the Council passed an ordinance changing the name of some streets and naming others. The street running east and west from the south line of the Female College grounds was named College street. Streets street became Crawford.

Wabash street was changed to Main street. The street known as Spruce and Tyler was renamed Spruce from the river to 13th. Pine was renamed Tippecanoe. The first street north of Locust was named Early; the second became Third Ave.; the third became Mack; the fourth became Sixth Ave.; the fifth became Seventh Ave.; and the sixth became Eighth Ave.

Market street was renamed Third street. The street between Sixth and Seventh was changed to Center. The street running north and south recorded as Eighth was changed to Seventh. The name of the first street east of the Terre Haute House, recorded as Ninth, was changed to Eighth. The street recorded as Tenth was changed to Ninth. Broad street became Tenth street.

Elk became Eleventh; Fawn became Twelfth; Prairie became Thirteenth. The street between Thirteenth and Fourteenth was called Centre Ave.

The street running north and south, west of Jewett's third subdivision, and east of Jewett's first subdivision, was named Fourteenth street. The next street east became Fifteenth; the next one east be-

came Sixteenth; and the third street east became Seventeenth street.

Cherry street was changed to Mulberry; Mulberry to Eagle; and Eagle street became Chestnut. In researching locations before and after 1871, the above changes become very important to remember.

In 1873 the Philadelphia system of numbering houses was adopted in Terre Haute. Using Water street as a base for east and west streets, the odd numbers were on the right hand side and even numbers on the left hand side. With Main street as base for north and south streets, odd numbers were on the west, even numbers on the east side of streets south of Main; while odd numbers were on the east, even numbers on the west sides of the streets north of Main.

The growing pains of Terre Haute over a century ago were evident in the streets and street cars and their problems even as they are today.

Now Is The Time To Push For New Rail Service

It is time for Terre Haute officials to push for the reestablishment of rail passenger service linking Terre Haute and Chicago. In view of the energy crisis, the growing demand for mass transportation, and Terre Haute's poor connections, both air and highway, with Chicago, this is the time to move on new rail service.

Rail service between the two cities was discontinued in the mid-60s by the Chicago & Eastern Illinois Railroad. The Evansville to Chicago rail line was subsequently sold to the Louisville & Nashville Railroad which uses it exclusively for freight service.

Terre Haute currently is served by Amtrak, east and west. The National Limited, almost chopped off by Amtrak a few months ago, was given a reprieve and business is reported up, as is all business on the Amtrak system.

For the past two years, Amtrak ridership has been rising about 12 per cent a year, the first time in two decades that ridership has increased. During the last few weeks, ridership is up 25 per cent over last year and reservation calls to Amtrak offices have gone as high as 64,000 a day, three to five years ahead of projections.

State officials have been flooding Amtrak with bids for new routes. "I've had to put a map on my wall showing all the inquiries and expected inquiries. It looks like a bloody spider web," an Amtrak state-relations official says.

Indiana is not among the states flooding Amtrak

with requests. However, the state should be—and quickly. Unfortunately, the Hoosier state has rarely been known to be in the vanguard of anything, but new rail service might be something the state could repioneer in.

After all, Indiana and Terre Haute was served by an impressive network of interurban lines and regular rail passenger service up until World War II. The tradition is there. Perhaps it only needs to be rekindled.

Service to Chicago is an obvious need and might be economically feasible. A route from Terre Haute, through Danville, Ill., and on to Chicago, could be handled with new proposed self-propelled equipment. Another alternative would be to explore the feasibility of a longer route, perhaps to Evansville and beyond.

With no north-south interstate serving the area and with the spectre of a continuing gasoline shortage, auto travel may be hampered between Terre Haute and Chicago. Air travel is not the answer, either. The present commuter service is valuable, but the type of equipment will limit the demand.

Rail service is an answer and it should be explored now.

Sp JAN 5 1974

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Coal Train Detained By Derailment

18 JAN 6 1974

A "high priority" coal train was delayed by derailment of empty cars on another long freight Saturday at Terre Haute, according to authorities who declined to reveal the destination of the coal train. No injuries were reported.

Other sources reported the northbound freight was traveling from Evansville to Chicago when the derailment tore up about 1,200 feet of L&N track north of the city.

The track had just been patrolled on Friday, one report stated.

Official information stated that 18 empty cars of a Louisville & Nashville Railroad freight train left the track, delaying movement of a high priority coal train.

Crews immediately were dispatched to repair and clean up the nearly quarter-mile section of track and roadbed damaged in the derailment, the report continued, to permit the coal train to continue.

The derailed cars were reported about 11 cars behind the engine of the 110-car train. The approximately 80 cars remaining on track behind the derailment reportedly were towed to the Dewey siding by the engine of the coal train halted by the accident.

The fact that no injuries were reported was attributed to alert crewmen who warned others, "Brace yourself, we're stacking them up!"

No estimate of time required for repair of the track was reported. It was observed, however, that the roadbed was soft under a crust of hard ground and was damaged extensively.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Fifty Years Ago

Railroad (TH)

Mouse Seeking Shelter, Derails Freight Train

TS JAN. 13 1974

By DOROTHY J. CLARK

A half century ago, a most unusual train wreck happened on Terre Haute's south side.

Early on the morning of Jan. 17, 1924, with the thermometer standing at 4 degrees below zero, Engine No. 8287 of the Milwaukee Railroad left the West Clinton Yards and headed south for Terre Haute and southern Indiana coal fields. At the throttle was Engineer Hovey Anderson, with Don Hunter, fireman, and Iler G. Boyd, conductor, in charge of the slowly moving train of about 50 empty coal cars.

About 25 miles south of West Clinton, near the south edge of Terre Haute's city limits, as the train approached the C. & E. I. (now L. & N.) Railroad crossing, the engineer found the top arm and the green light of the home signal indicating that the way was clear and that he could proceed.

However, although the signal showed clear, the derail was set for derailment and the huge 350,000 lb. engine toppled over into the ditch. Engineer Anderson, Fireman Hunter, and Conductor Boyd, who was riding in the cab at that time, all leaped to safety on the fireman's side and escaped serious injury.

Investigators at the wreck scene found the crushed and frozen body of a mouse in the electric mechanism box which controlled the home signal of the Belt Junction interlocking plant. Because of the great distance from the interlocking plant or tower to the signals and derails, Belt Junction tower was entirely electric while most interlocking plants were mechanical. The body of the mouse was thought to have caused a short circuit which in turn caused the signal not to function properly.

The crew of Extra 8287 and the tower operator, Millard S. French, were absolved of all

blame. Because of the darkness and distance from the tower, the operator could not have noticed the signal arm and light standing clear. The wreck, no doubt, could have been averted had it been daylight. The operator in such a case, noting the signal standing clear, could have cleared the derail until the trouble with the signal was ascertained and remedied.

With the aid of two wreckers, at a cost of \$2,400.00, and after a thorough check and overhauling, Engine 8287 was later placed back on the rails and continued in service on the Milwaukee Road. However, in a general renumbering program of locomotives, the number was changed to 568 in 1939.

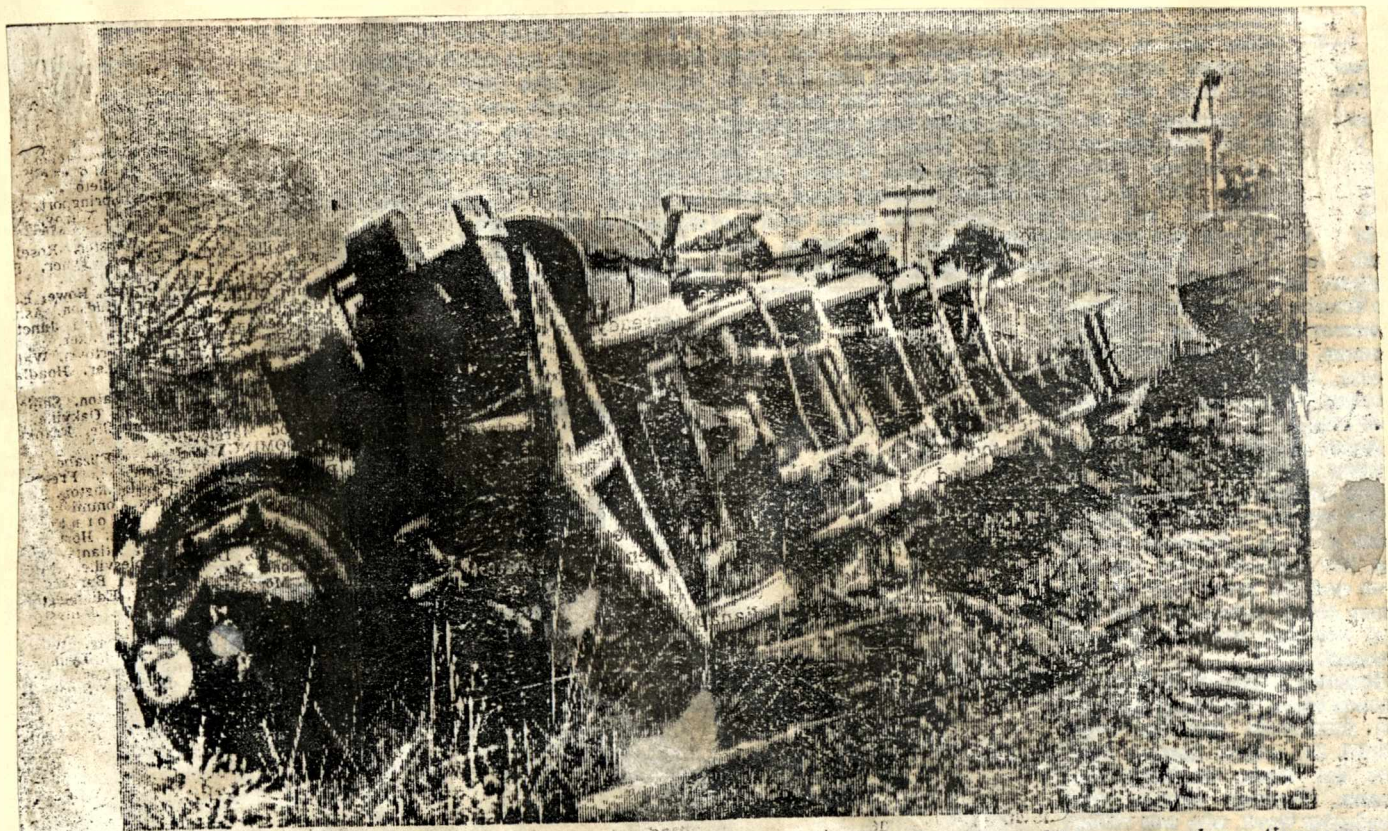
Millard S. French, the tower operator, is now deceased. The

three crew members have been located. They are Engineer Hovey Anderson, who lives at RR 3, Brazil, Ind.; Fireman Don Hunter, 2611 Poplar St., Terre Haute; and Conductor Iler G. Boyd, 1181 S. Adams, Fort Worth, Texas.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA



NEVER UNDERESTIMATE THE POWER—An unusual train wreck occurred in Terre Haute 50 years ago when a tiny mouse caused the overturning of a 350,000-lb. locomotive on the Milwaukee Railroad. There were no injuries in the mishap—except to the mouse and the locomotive. The original photo belongs to Don Hunter.

Rail Proposal

Community Affairs File

Affects T.H. Area

T FEB 2 1974

More than 200 Indiana towns, including 19 in the Terre Haute rail district, never again could hear the sound of railroad cars traveling over 2,350 miles of track under the Department of Transportation's proposed rail plan announced Friday.

However, the plan must clear a number of hurdles and could not be put into effect for at least 20 months.

Communities in the Terre Haute zone which would be left without direct or spur line rail service, according to the zone maps issued with the report include: St. Bernice, West Clinton, Bradshaw, Sanford, St. Mary-of-the-Woods, Tecumseh, Fontanet, Coal Bluff, Carbon, Riley, Cory, Clay City, Lan-

caster, Howesville, Dugger, Case, New Lebanon, Noram Station and Riverton.

Some of the communities which would be affected by the Vincennes district would include: Gosport, Romona, Jordan, Spence, Freedom, Worthington, Patrickburg, Coal City, Jasonville, Linton, Bloomfield, Switz City, Lyons and New Harmony.

In the Crawfordsville district, some of the towns affected would include: Rockville, Rosedale, New Ross, Veedersburg, Hillsboro and Darlington.

The report, ordered by Congress in legislation consolidating seven bankrupt Northeast and Midwest railroads, said that 25 per cent of trackage in the two areas is uneconomical or redundant.

The report breaks Indiana's rail service down into 17 zones, with Terre Haute serving as a hub of one of the zones.

Governor Bowen following the announcement said he had conferred with Transportation Secretary Claude Brinegar.

"Mr. Brinegar stated that the federal government recognizes that the information upon which the Zone Rail Services Report is based is insufficient to make the final determinations and that he welcomes our participation," Bowen said. "A wide range of options is open. In preserving essential rail service."

The communities represent part of the 25 per cent of northeastern and midwestern railroad mileage the DOT contends is uneconomical or redundant and which it claimed could be abandoned with only minor impact on shippers or passengers.

Included in the proposal were suggestions to reroute two passenger trains, the James Whitcomb Riley between Chicago and Cincinnati, and the Broadway Limited between Chicago and New York.

The DOT proposal suggested running the Riley over Chesapeake & Ohio track, eliminating a stop at Indianapolis, and rerouting the Broadway through Akron or Cleveland, eliminating its Pittsburgh stop. That would probably shift the train through South Bend, bypassing Fort Wayne where it now stops.

William J. Watt, Governor Bowen's administrative assistant said DOT Secretary Claude S. Brinegar talked with Bowen before the announcement of the release of the three-volume report.

Continued On Page 3, Col. 6.

Rail Proposal

T FEB 2 1974
Continued From Page One.

"The public and the people who use rail facilities in this state should recognize the core system report will not define the extent of rail service we will have in this state," Watt said.

"We already have begun an impact analysis of the effects of abandonment or rerouting upon Indiana cities and towns," he said. It should be completed before public hearings open next month on the proposed consolidation of seven bankrupt railroads in the Northeast and Midwest into one viable system.

The Bowen administration anticipated the proposal to reroute the Amtrak's "Pike" around Indianapolis, Watt said. "For one thing, the condition of the current route can only be described as horrendous," he added.

Watt said there are several alternatives open to Hoosier companies served by rail which could have service eliminated.

"Certain of the routes not programmed into the core system could be acquired by other profitable railroads, new companies or the government," he suggested. A group of shippers along one route might combine to form a company to haul freight over an abandoned route, he said.

The state, he added, would not get into ownership of any abandoned track. "The state has no business getting into the railroad business."

Preliminary estimates foresee six per cent of the tonnage shipped by rail in Indiana would be eliminated by the DOT proposal. However, Watt said the forecast provides no estimate of what the spinoff effect might be.

Abandonments previously proposed by the railroads were expected to remain stalemated until action on the DOT proposal is taken by Congress.

Among the communities and railroad designations which would have rail service curtailed or abandoned, according to Sen. Vance Hartke's office, were these, by area:

LOGANSPOUT — Lucerne, Denver, Mexico, Colfax, Manson, Michigantown, Rustaville, Middleton, Sharpville, Windfall, Greentown, Swayzee.

RICHMOND — Stone, Lynn, Fountain City, Brookville, Metamora, Miltna, vice curtailed or abandoned, according to Hagerstown, Greensfork, Mooreland, Modoc, Kennard, Middletown, Honey Creek, Sulphur Springs, Springport, Mount Summit, Homer, Manila, Milroy, Mays, Sexton.

SOUTH BEND — Websier, Roseland, Lakeville, Argos, Culver, Tyncr, Pine, Wyatt.

ELKHART — Grange, Howe, Eddy, South Millers, Helmer, Hudson, Ashley, Hamilton, New Paris, Millford Junction, Shipshewana, Wakarusa, Foraker.

FORT WAYNE — Hartstown, Wallen, Wykesville, Ferguson, Yoder, Hoadland, Woodburn, Greenburg.

MUNCIE — Jackson, Eaton, Shideler, Royce, Indiana, Crown, Oakville.

ANDERSON — Summitville, Frankton, Elwood, Markleville.

BLOOMINGTON — Elizabethtown, Uniontown, Kirby, Morrison, Freetown, Dupont, Lovett, Vienna, Lexington, Hope, Clifford, Sanders, Paris, Commiskey.

INDIANAPOLIS — Thorn town, Hazlet, East, Morris, Hortonville, Westfield, Ellettsburg, Atlanta, Arcadia, Chicago, Dan, Columbus, Durbin, Wilkinson, Mt. Vernon, Bargersville, Anna, Morgantown, Edinburg, Pittsboro, Ellettsburg, Jamestown, Indianapolis, Ellettsburg.

SPRINGFIELD — Armstrong, Wilcox, Taylor, Oakfield, Ellettsburg, Lynnville, Weaver, Anderson, Tennyson.

ATLANTA — Dayton, Stockwell, Clarksville, Mount Mooney.

CARY — Cook, New Haydon, Belshaw.

LOUISVILLE — Underwood, Henryville, Nabb, Marysville, Otisko.

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Community Affairs File

REFERENCE
DO NOT CIRCULATE

Community Affairs File

O'Leary Foresees Better Rail Passenger Service

Railroad (T.H.)

T FEB 13 1974

By JACK HUGHES
Tribune Staff Writer

The dream of future rail travel — in the near future, that is! — which will offer at least some of the advantages that now are part of the past, is the dream of a number of people in Terre Haute.

Some of them are "railroad buffs" who simply enjoy everything about trains.

Some of them are simply weary travelers, tired of fighting a steering wheel in order to get somewhere, and wanting to

be able to read, converse, contemplate or just take a nap while they're getting where they're going.

A little bit of both groups might be found in one Terre Hautean who is trying to do something about it.

He is Patrick O'Leary, president of the Terre Haute Area Chamber of Commerce.

Stimulated by both good news and bad news in recent railroad reports and observations on transportation generally, O'Leary has launched an inquiry into the possibility of restoring rail passenger service between

Chicago and Terre Haute.

Taking a positive approach to Terre Haute's needs, O'Leary is among those who sees the possibility of turning a problem into an opportunity for progress, rather than simply to complain about the problem.

The Chamber president, who also is the president of Terre Haute Concrete Supply Corporation, says, "With the advent of the energy fuel crisis and reduced speed limits, 'pooled transportation' such as one or two-car trains seems more acceptable than it one did."

Of the Terre Haute-Chicago

run proposed, O'Leary reports on information obtained to date in his inquiry.

That information suggests that, even without the high speed service that is an aim of the future, present capabilities can offer worthwhile service to passengers with increased revenue to railroads while at the same time laying groundwork for future increases in speed and convenience.

"Roadbeds are (reported) capable of handling 40-60 miles per hour rail service," O'Leary says, adding with an eye to the future, "I would imagine, to operate the high speed trains, roadbeds would need proper upgrading."

"So, to begin with, this would make Terre Haute to Chicago an approximate four-hour trip. And this could very well be a daily run with an early morning departure and early evening return," he advises. It is also noted that with Terre Haute as a terminal point, dependable schedules could be assigned with reasonable accuracy, thereby avoiding delays associated with "waiting for the train."

O'Leary also observes, "Amtrak, with its short tenure of operation, has done much to encourage rail passenger service . . ." And, pointing to expenditures for large metropolitan areas, he suggests that

government officials "consider the possibility of rail passenger service to benefit west central Indiana and our neighbors in eastern Illinois."

The Chamber president reports that support he is finding and other developments are "encouraging."

The most recent news of that description was reported in the Tribune last Saturday.

The item, datelined Springfield, Ill., announced a new Amtrak passenger train across northern Illinois from Dubuque, Iowa, to Chicago. The inaugural run of the new train — the Blackhawk — is Wednesday of this week with regular service in both directions to begin Thursday.

What's more, it will employ three self-propelled passenger cars to carry up to 230 people. And that's the kind of service being investigated for proposal here, if Amtrak can be persuaded to look at the Terre Haute-Chicago potential favorably.

The Blackhawk, established with the aid of a \$239,000 state subsidy, will leave Dubuque in the morning and return in the evening. Stops will be at East Dubuque, Galena, Freeport, Rockford and Elmhurst, according to Saturday's story.

The distance between Dubuque and Chicago is almost exactly the same as that between Terre Haute and Chicago.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

Railroad Official Says Some Claims About Crossings Untrue

S FEB 18 1974

A representative of the Louisville and Nashville Railroad has contested statements by State Sen. Herman Fanning and State Rep. R. Jerome Kearns in opposition to a bill that could permit AMAX Coal Company to construct a spur line across Ind. 46 and four Vigo County roads.

The two legislators, both Terre Haute Democrats, have called for a massive public pro-

test urging Gov. Otis R. Bowen not to sign the measure, which is expected to reach his desk this week.

Richard A. O'Brien, district sales manager of the L&N, told The Star that Fanning and Kearns had been incorrect in their statement that "proposed shipments would be by Penn Central Transportation Company, which has not paid a penny of tax to the State of Indiana for years."

"This statement is incorrect," O'Brien said. "Shipments will be handled by the Louisville & Nashville Railroad by a lease where they operate over the Penn Central tracks. The L&N has and will continue to be a taxpayer in Vigo County as well as the surrounding counties."

Fanning and Kearns claim the crossings would enable AMAX to increase its profits by cutting the costs of shipping coal to the Indiana Michigan Electric Company. The two legislators said construction of the spur line would constitute a

safety hazard and put 150 area truck drivers out of work.

"The potential danger of two unit trains per day compared with 150 or more trucks on county roads will be minimal," O'Brien said.

"During our present energy shortages, I also wish to point to the Jan. 7 issue of NAM

See AMAX
On Page 1, Column 4

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

AMAX

Continued From Page 1

Reports, published by the National Association of Manufacturers," he added.

"Freight trains can move 190 ton miles per gallon of fuel, compared to a minimum of 60 ton miles per gallon for trucks," O'Brien commented. "This savings in fuel alone would greatly benefit the citizens of Vigo County should Gov. Bowen sign House Bill 1278."

Controversy surrounding the legislation flared last week when the House unexpectedly revived the measure and sent it to the governor. Because the bill must first be prepared by printers and examined by the attorney general, Bowen is not expected to receive it until after this week.

The Senate apparently had killed the bill last Wednesday when Fanning led a 26-22 vote against a conference committee report on a measure. However, on Thursday the House rescinded its original objection to amendments added by the Senate, thus negating the need for the conference committee action.

Fanning and Kearns criticized the House action in addresses Thursday before their respective legislative colleagues.

Claiming "the power of the dollar has spoken", the two legislators said the proposed rail crossings would constitute a danger to school buses and all other public traffic.

While H.B. 1278 awaits action by the governor, Putnam Circuit Judge Francis N. Hamilton is due in Vigo Superior Court Wednesday to assume jurisdiction in a lawsuit pending against AMAX.

Filed last summer by Richard L. Baker and 283 other residents of western Clay and eastern Vigo counties, the suit seeks to prevent AMAX from constructing the crossings. Citing threats to public safety, the suit claims the coal company has no legal right to construct the crossings.

Last week the Indiana Supreme Court ruled that Special Judge Samuel E. Beecher had not acted within the prescribed amount of time on a motion to correct errors submitted by the coal company. The high court said Beecher had not ruled within 30 days, because he thought he had 45 days in which to act.

An injunction against construction of the crossings, issued last August by Beecher, remains in effect, pending possible rulings by Judge Hamilton.

Attorney Hansford C. Mann represents the plaintiffs in the local suit, while attorney Thomas Spelman represented the coal company.

Freight Cars Jump Tracks, Halt Traffic

FEB 26 1974

By JACK HUGHES

Tribune Staff Writer

A Penn Central freight train derailment just north of downtown Terre Haute overnight closed crossings on north-south streets between 3rd and 7th Sts. Tuesday and halted eastbound rail traffic for about 10 hours.

Karl Kalsow, Penn Central district manager, told the Tribune that equipment damage involving 11 cars and one crossing signal was estimated roughly at about \$15,000 following the initial survey. An estimate of damage to freight, ranging from plastic pellets to household appliances, remained to be completed.

L. D. Everts, wreckmaster with a crew from Avon, Ill., said he expected to clear the derailed cars by early afternoon.

Although street traffic was stopped from 1st St. to 13th St. by the derailment shortly before midnight Monday, 7th, 8th and 9th Sts. were opened to autos by the rush hour period Tuesday morning. Wreckage appeared confined between 5th and 6th Sts., but wrecktrain operations kept other crossings closed between 3rd and 7th. Traffic on 3rd St. was bumper-to-bumper for about half a mile about 8 a.m.

Kalsow reported, "Seven cars on an eastbound train derailed just west of 1st St. and damaged four cars on a westbound train," adding, "We've got westbound traffic and hope to clear switchovers for eastbound in a few hours."

He said additional equipment was en route to assist in the clearing operations.

The railroad district manager reported further, "Fortunately, rail damage appears to have been relatively minor," as he said that rail traffic should be moving in both directions by afternoon. "The west bound line is open and running now," he said.

The derailed cars included two hopper units carrying plastic pellets, two empty tank cars and boxcars carrying appliances such as washing machines, dryers and the like, according to Kalsow.

Earlier reports quoted another railroad official that between 200 and 250 feet of track were torn up in the derailment. Early reports also suggested that ice in the roadbed

may have caused cars to rock more than usual, resulting in the one passing train sideswiping the other.

No injuries were reported in the derailment which occurred about 11:45 p.m. Monday. Derailed cars took out the automatic signal on the south side of the crossing at 5th St. as the wheel trucks on one of the two cars carrying plastic pellets sheared off, the car coming to rest on its side on the north side of the tracks just east of the 5th St. crossing.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

Community Affairs File



REFERENCE
DO NOT CIRCULATE

Railroad Action Concerns Area

T MAR 11 1974

By JACK HUGHES
Tribune Staff Writer

Congressman John T. Myers (R-Ind., 7th Dist.) urged the U.S. Department of Transportation (DOT) to "... go back to the drawing board." as opposition developed in Indianapolis hearings this week on the DOT railroad abandonment proposal.

Declaring that the abandonment of 37 per cent of railroad lines in Indiana "... would have a disastrous effect on industry and agriculture in the state," the congressman said, "To improve the system is one matter. To eliminate service altogether is quite another and I urge the DOT to go back to the drawing board armed with the facts presented here this week and produce a realistic plan which takes into consideration the urgent needs of the people of Indiana."

Congressman Myers, Senator Vance Hartke (D-Ind.), Governor Otis Bowen and representatives from a number of businesses and communities in the Terre Haute area were among individuals expected to state opposition to the proposal as hearings got underway Monday in the Indianapolis Convention Center and elsewhere. Approximately 600 statements pro and con already were indicated as reports noted 200 witnesses slated for verbal testimony and 400 written comments to be included in hearing data.

Little concern was voiced in

Terre Haute, where local leaders appear to expect no serious effect from the DOT proposal in the near future. However, long-range effects are under study.

Some discrepancy is indicated in the proposal, according to sources who advise that the presence of St. Bernice on the DOT list of towns to be affected suggests abandonment of the Milwaukee Road through there, the only rail line presently serving St. Bernice. However, Illinois towns on the same line are not included in the listing for that state, the sources report.

Paris Mayor William Quinn says he has written to "... our congressmen, senators, the railroads and the Interstate Commerce Commission and everyone with a strong case against (the proposal) ... It will hurt our community very much."

He mentioned in particular Illinois Cereal Mills, Inc., which he said is a big operation "... bigger than many people realize. They keep crews busy 24 hours a day loading and unloading (rail shipments)."

Floyd McRae, president of that company, told The TRIBUNE Monday, "If the present proposal is accepted by the Congress, there would be no rail service to Paris, Ill." Noting that Paris presently is served only by Penn Central, McRae went on to say that the DOT proposal shows continuing service on another set of tracks, "... but the (rail)road indicated was abandoned two years ago," and would not handle the weight of freight traffic required.

"We've built a case for our plant and are presenting it (to hearings) in St. Louis tomorrow," the cereal mills president reported, adding that more detailed information on the company's position may be forthcoming after the appearance in St. Louis. Hearings are being conducted there and in Chicago, as well as in Indianapolis, according to reports of the current series of hearings.

Concern has been reported among businessmen, particularly grain elevator operators, and in chambers of commerce in a number of area communities, including Paris, St. Bernice, Clay City, Rockville, Spencer, Bloomington and others.

Rockville Town Board Chairman Glenn Rose, asked about railroad abandonment attitudes in his community, said, "We've got a lot of concern about that." Observing that existing rail

service from a Penn Central spur was less than adequate, "... a car now and then, is what it amounts to," Rose went on to say, "We're more interested in some rail improvement rather than abandonment." He also commented that the feeling among businessmen in some smaller communities that they were "too small to do anything about it," contributes to the appearance of apathy.

A number of people in small communities, however, are attempting to do something and that interest is being expressed to government through various officials, including Cong. Myers whose testimony to the Indianapolis hearing, as reported in advance, includes the following comments:

Congressman Myers said the proposal is based on "shoddy research, ill-conceived in its realization of the economic impact on rural Indiana and totally lacking in any recognition of the energy crisis.

"I can only conclude from my reading of the recommendations and the reaction of the Seventh District that the report is not based on sound research of the existing system. Lines on a map cannot begin to tell the story of thousands of jobs, of hundreds of thousands of bushels of grain, and of the millions of tons of power-producing coal.

"Agribusiness, on which a major part of the economy of the Seventh District is based, will suffer tremendously if this plan is approved. In turn, the consumers of America will suffer because of our inability to move the farm products from the farm to the dinner table in a timely and efficient manner.

"Secondly, the coal industry in our part of the state is second only to farming and even now Public Service Indiana, the Indiana-Michigan Electric Company and others are complaining that they cannot get enough coal for their plants. To disrupt the delivery of coal to power plants in Indiana, as this plan will do, seems ludicrous in the face of the energy shortage.

"I realize the rail proposal will not take effect immediately, but neither do the experts foresee any major relief in the energy shortage. We must encourage the mining and use of our vast coal supplies, not discourage such development as this rail proposal would do.

"Thirdly, this plan contradicts all the rhetoric we have heard in recent years about encouraging the development of rural America to relieve pressures on the metropolitan areas. If industry is forced to leave rural areas because of a lack

of shipping facilities and return to the already overcrowded cities of America, then we have dealt the death blow to all the efforts to make rural America more attractive to industry and worker alike.

In Lebanon, Frankfort, Crawfordsville, Linton, Spencer and a half dozen other areas where grain elevators are located, I am told certain industries will have to close and relocate if rail service is curtailed. Representatives of these industries will be here this week to explain in detail their problem.

"I do not contend that all the track labeled as excess in the secretary's report is absolutely necessary. I do contend that this report proposes a tremendous overkill far beyond that what the people of our part of Indiana can afford.

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

Community Affairs File

REFERENCE
DO NOT CIRCULATE

1. Pontiac (TH)
**Penn Central
Begins Track
Renovation**

Community Affairs File

A \$200,000 railroad track renovation program on Penn Central's main line between Terre Haute and Marshall, Ill., has begun.

Bill Martin, track supervisor here for the Penn Central Transportation Co., said that crews are at work in Marshall and West Terre Haute on the program's first phases. The entire project will require about four months to complete.

A 47-man crew is retying and surfacing two miles of track at Marshall and an 18-man crew is surfacing the main line from West Terre Haute to Dennison, Ill.

Retying is the replacement of railroad ties. Surfacing involves raising the track approximately an inch and putting new stone under and around the track.

Martin said other phases of the spring and summer program would involve retying and surfacing two miles of track west of Marshall; Retying through Dennison, Ill. and at the McKeen crossings; retying and surfacing between Martinsville and Casey, Ill.; and renovation of crossings at Third and Tippecanoe streets and at Fifth and Tippecanoe streets in Terre Haute.

The Fifth Street crossing was the scene of a March 17 derailment involving a vinyl chloride tank car. The derailment forced the three-day evacuation of residents near the scene.

Martin noted railroad crews would be working 10 hours per day, four days a week during the four-months needed to complete the project. He said \$500,000 worth of equipment is involved in the work.

Martin said work on the Terre Haute crossings is contingent on the appropriation of necessary railroad funds. The work also needs the approval of city and state officials.

No more than half of Third Street will be closed at one time when the crossing work is underway there, Martin said.

Community Affairs File

**REFERENCE
DO NOT CIRCULATE**

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

APR 13 1974
Myers

Seeks Rail Improvements

Railroads (T.H.)

Community Affairs File

By JACK HUGHES
Tribune Staff Writer

Terre Haute-Chicago rail passenger service proposals received support from Congressman John T. Myers (R-Ind., 7th Dist.) this weekend as he released word of a request to the U.S. Department of Transportation.

"This is the best news on transportation we've had in a long time," declared Terre Haute Area Chamber of Commerce President Patrick O'Leary, spearheading local efforts for improved public transportation, as he was advised of Rep. Myers' proposal.

The Congressman, recalling good patronage of the C&EI Railroad Chicago-Terre Haute passenger service before it was

discontinued several years ago, said, "I believe if we instituted clean, efficient, on-time service between these two cities, there would be surprising support..." as he went on to say that similar rail passenger service "... has been successful in other parts of the nation and I believe it deserves serious examination."

Commenting on the growing nationwide demand for better ground transportation, particularly in relatively short hauls, O'Leary says, "I can't help but think that rail passenger service and air passenger service complement one another and will combine to offer the best public transportation available for the people of the Terre Haute area and others." He notes that communications with leaders of

other communities, such as Danville, Ill., also previously served by the C&EI passenger trains, support this view.

O'Leary also points to "Terre Haute's critical need for improvement in mail service" as he points to the possibility that better rail service "... might well help in this need."

Myers further suggests the use of self-propelled railroad cars, instead of conventional locomotive-pulled "trains" in the new service.

This suggestion is in keeping with existing service recently initiated between Chicago and Dubuque, Iowa, and with current proposals offered by Terre Haute railroad enthusiast Ray Harrod, who asserts that it is possible to make use of self-propelled cars at speeds pres-

ently permitted by existing roadbeds, and deliver high speed service with the same equipment later on when rail roadbeds receive needed improvement.

Harrod, retired from civil service, is pursuing a life-long interest in railroading and backs up his proposals with personal studies conducted both before and after he was graduated from the then Rose Polytechnic Institute in 1936 with a degree in mechanical engineering.

Harrod also states, "The Terre Haute-Chicago run is the perfect place to prove the viability of such service—needed throughout the country, not only because of the energy situation, but to meet the grow-

ing need for better public transportation on the ground."

Rep. Myers, in his request to the Department of Transportation, said that studies conducted along the 180-mile corridor indicate sufficient interest is "particularly strong in smaller cities which are getting little or no service from the airlines."

"At the time C&EI discontinued Chicago to Terre Haute service seven years ago," the report continues, "the train was still well patronized."

Asking that DOT "... give the request every possible consideration and report back ... as soon as possible," the congressman stated, "I hope that some type of service will be instituted, either on an experimental or a more permanent basis."

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

Railroads (T.H.)
**Penn Central's
U.S. 41 Crossing
To Be Rebuilt**

Community Affairs File

Seventh District Congressman John Myers said Thursday the officials of the Penn-Central Railroad have assured him that the crossing on north Third Street in Terre Haute will be rebuilt next month.

Congressman Myers said he had contacted Penn-Central officials concerning the condition of the crossing after receiving numerous complaints regarding its condition.

Carl Kalsow, the division superintendent for Penn-Central, said the work is scheduled to begin on June 18 and will take approximately one week, weather permitting.

William Lashley, Penn-Central vice-president for public affairs in Philadelphia, confirmed plans for rebuilding the north Third Street crossing and added that all main line tracks running through Terre Haute are now in good condition.

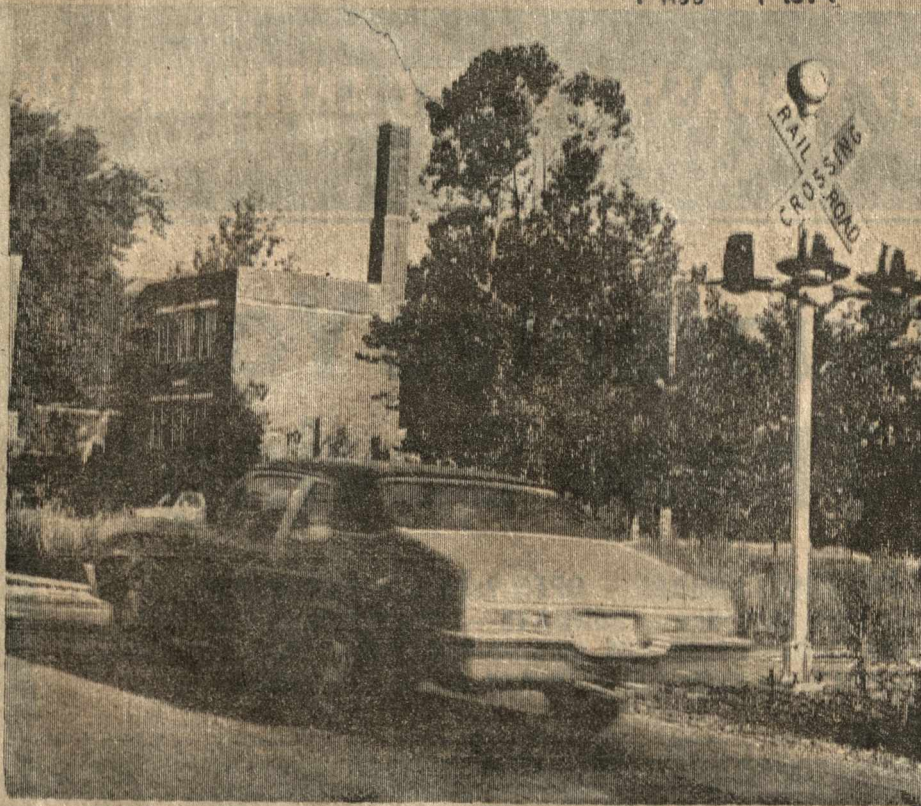
Community Affairs File

REFERENCE
DO NOT CIRCULATE

Community Affairs File

Railroad (T.H.)

T AUG 7 1974



Community

CROSSING PROTECTION promised for youngsters attending Maple Avenue School and Terre Haute North Vigo High School appears assured for this fall. After much controversy, with words between city and railroad officials, Penn Central agreed to put up flasher signals at the crossing. Although the flasher equipment was not in operation at the time this picture was taken this week (note that the signal lights are turned upward) some action toward proper warning has been taken.

House of Photography.

REFERENCE
DO NOT CIRCULATE

Penn Central Track Being Checked Here

T AUG 8 1974

Railroad (T.H.)

Federal Railroad Administration (FRA) and Penn Central Railroad officials Thursday resumed their inspection of tracks on the Penn Central main line between St. Louis and Indianapolis, including Terre Haute.

A Penn Central official in Terre Haute said that federal officials along with the railroad supervisory personnel were walking the tracks for a "good and complete" inspection. As yet, he said no major problems have been found.

The main east-westbound line of the PC runs through Terre Haute and carries both passenger and freight service.

Indiana Public Service chairman Larry Wallace Wednesday said he is hopeful the state would not again be hit by a closure of tracks like last week without some warning from federal authorities.

The inspection of the PC main line between Indianapolis and St. Louis is expected to be completed within the next few days.

Wallace also had written to Ingram, recognizing the need for railroad safety but objecting to the fact the closedown of much of the rail trackage on Penn Central's Chicago-Louisville line came without advance warning to the state or to shippers so they could make alternate plans. The trackage (Logansport-Indianapolis and Indianapolis-Louisville) was repaired rapidly by Penn Central crews working on 18-hour schedules and re-opened before any serious freight disruption resulted.

"I have received no answer. Wallace said of his letter to the FRA. "but they got so much criticism before I think they would let us know the next time"

Wallace said Penn Central officials had advised the PSC of the new inspection on the Indianapolis-St. Louis line but that he also was told "there are more parallel lines east-west than north-south and it should be possible to switch lines even with close orders and continue service."

Wallace said plans for the state to assume responsibility as FRA inspection agents now await reviews by Atty. Gen. Theodore L. Sendak for legal clearance and the State Budget Agency for financial clearance.

"We hope to ask for a three-

year development certification, which gives us three years to build up." Wallace explained. He said FRA officials have indicated that Indiana should have three railroad inspectors full time to take over inspection in the state. He said if the three-year development certification is received, he hopes to start with "one or two and then build up to three inspectors. We also may require some equipment."

Although freight service at speeds as slow as 10 miles an hour in some places has been resumed on the Penn Central Chicago-Louisville route, the two Amtrak passenger trains still are being rerouted. Passengers at Indianapolis and other Indiana points are being taken by bus to the nearest point to board the trains.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

OCT 18 1974
1974
Railroads (L&N)
Community Affairs File
OCT 18 1974

L&N Railroad Officials Express Confidence In Growth Of Area

By RICHARD C. TUTTLE
Star Staff Writer

Representatives of the local news media met with local and line officials of the L & N Railroad at noon Thursday for an informal discussion of community-railroad relations.

Representing the L & N were E. Leo Koester, manager of public communications, Louisville; Lonnie Brown, assistant trainmaster agent; and Richard A. O'Brien, district sales manager.

Also attending were Mayor William Brighton, Kenneth Thomas, president of the City Council; and Fire Chief LeRoy Shipley, representing the city; Ralph Tucker, executive vice president, Terre Haute Area Chamber of Commerce; and Jack Goebel, dean of the School of Business, Indiana State University.

Koester, commenting on the L & N and Terre Haute, indicated the north-south line had every confidence in the future growth of the community, and that economic conditions here would reflect a somewhat stronger index than other sections of the nation due to diversity of industry, plus other strong factors contributing to the community's welfare.

+ + +

"We are spending some \$3 million in improvements this year in the Evansville-Chicago sector," Koester reported. "Other than this, it costs \$600,000 annually just to maintain the lines and auxiliary services."

Mayor Brighton remarked that L & N was a good neighbor, a good citizen of the community, and had proven most cooperative at all times when he asked for assistance.

The question was asked of the extent of cooperation of the rail and coal industry in the development of use of Indiana coal. Koester replied that he was confident the railroads serving Indiana and other areas of high sulfur coal, would lend every cooperation.

Discussion of Amtrack passenger service focused largely on high speed trains and the possibility of north-south

service through Terre Haute. Koester replied that high speed train technology was far ahead of capital investment ability.

+ + +

"In other words, we have equipment capable of high speeds, and know what type rails have to be installed, but we do not have the investment ability," Koester explained. "You would be amazed at the cost per mile required for such service, both equipment and rail."

He further explained that high speed equipment and rails were being tested at Pueblo, Colo., and passenger trains had reached speeds of 160-175 miles per hour. He said L & N would be pleased to have Amtrack use the rails between Evansville and Chicago, via Terre Haute and Danville, but the decision would have to be made by Amtrack.

He cited two factors as deterrents to rail development, (1) the fact the nation has no transportation policy, involving air, rail, water and highway modes; and (2) no energy policy. He said because of these two disturbing facts, the country operates from crisis to crisis.

Koester explained that the Railway Labor Act governed all procedures between labor and rail management, and that 11 per cent of each \$1 of rail income was disbursed in wages and salaries.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

Community Affairs File
Rail Officials
Railroads (T.H.)
Discuss Plans

By WAYNE PERRY
Tribune Staff Writer

Technology in the railway business is ahead of the industry's ability to buy it—and the railroads may be coming upon some harder days, especially concerning labor problems.

E. Leo Koester, manager of public communications of the Family Lines Systems (the Seaboard Coast Line, the Louisville and Nashville, the Clinchfield, the Georgia, and the West Point Route railroads), stated Thursday that the rail industry,

nevertheless, has "great hopes and aspirations."

The rail executive discussed the situation of the industry in the Terre Haute area and throughout the nation during a noon luncheon at the Holiday Inn of Terre Haute.

"We think that there is a good future for the rail industry in this area," Koester proclaimed. "Our Family Lines System serves the fastest growing industrial area of the nation—the South and the Southeast—and we hope that sometime that will rub off on this area, too."

Continued On Page 1, Col. 4.

Railroad

OCT 18 1974
Continued From Page One.

"We have something good going for us and we think that it is good for Terre Haute to have a major rail line," he added.

Koester noted that the company had spent \$3 million on improving the railways from Evansville to Woodland Junction since I&N purchased the area a little over three years ago.

"And we invest \$800,000 for day-to-day maintenance annually," Koester added.

Koester discussed at length the growth of the industry and the outlook for high-speed travel.

"Out in Pueblo, Colo., funds of the railways and the government have been used to lay tracks for trains travelling 180 to 190 miles per hour," he revealed.

"Given the capital—we could build fast trains—we have the capability," he added.

"But," he pointed out, "one cannot believe the enormous investment that it would require."

Koester emphasized the need for a national policy on transportation.

"If we had a national policy and a way to subsidize our development, we could double the current speed of our freight trains," he commented.

"It is just that the technology is ahead of our ability to buy it," he added.

Koester also took the opportunity Thursday to explain some of the problems facing the railroads, including the labor situation.

He revealed that the industry may be coming upon some "hard days."

The rail executive hesitated to express details about the current situation between the rail industry and the United Transportation Workers due to upcoming negotiations.

In a brighter vein, Koester stated, "The railroad looks physically as it always looked, but really we're pretty 'hep' and sophisticated."

"We use the latest equipment and computers to try to best serve our customers' needs," he pointed out.

The rail executive also reported that coal for his company "is an important item."

"One-third of our business is related to coal and we try to do what we can do to promote the coal producers," he noted.

"The trend," Koester hinted, "is to put more emphasis on coal, despite restrictions."

"Coal has a tremendous future in the area of eastern Kentucky, where much low sulphur coal is located—there is a hot-bed of activity," the Louisville-based rail representative noted.

Stating that the railroad industry was "vehemently opposed" to the nationalization of the railways, Koester stated that there was "cause to believe that the right of way of our railways is a public asset."

Koester termed some government attitude as "going along in an irascible manner—putting money in whatever looks good at the time and causing enormous problems later."

"Ours is probably the only great nation in the world without the kind of national transportation policy that I'm talking about," he concluded.

During the noon session, Terre Haute Mayor William Brighton commended Koester and the railway system as "an 'A' Number One citizen of the community."

The mayor continued, "We're glad to have you in Terre Haute and the cooperation from your company since you obtained the line has been great."

Attending the session with Koester were Richard A. O'Brien, district sales manager for the Seaboard Coast Line and the I&N, and Lonnie Brown, assistant trainmaster locally.

Also attending the noon meeting were Ralph Tucker, executive vice president of the Terre Haute Area Chamber of Commerce; James Swift, Terre Haute city police chief, and Dr. Jack Goebel, dean of the School of Business at Indiana State University.

The Family Lines system serves 13 states and includes a track network of 18,000 miles.

Community Affairs File

REFERENCE
DO NOT CIRCULATE



RAILROADERS TALK WITH ISU DEAN — During a news media luncheon Thursday hosted by the L & N Railroad at the Holiday Inn, Richard A. O'Brien (left), district sales manager; and Lonnie E. Brown (right), assistant trainmaster agent, discuss economic and service problems with Jack Goebel (center), dean of School of Business, Indiana State University. (Photo by Kadel).

Rail Future May Be Part of Session

Community Affairs File

Ts SEP 22 1974

Ts SEP 22 1974
By JACK HUGHES

Tribune Staff Writer

Terre Haute's future in rail transportation may be influenced by a meeting next Friday in Indianapolis, according to reports this weekend of growing interest in the session slated for hearing in the Indianapolis Hilton.

Described as a seminar on new concepts in high-speed inter-city transportation, the day-long series of panel and open discussion periods, is sponsored by Congressman William H. Hudnut III.

Local leaders interested in results of the meeting, some of whom expect to attend or be represented three, include top officials in government, education, civic and business organizations.

Among them is Patrick O'Leary, president of the Terre Haute Area Chamber of Commerce, who some months ago began efforts toward restoration of rail passenger service between Terre Haute and Chicago.

Other interested individuals include Vigo County Commissioner Harry P. Brentlinger; Dr. Edward L. Goebel of the Indiana State University School of Business; Sister Jeanne Knoerle, president of St. Mary of the Woods College; and Raymond Harrod, a local mechanical engineer with a long-standing, strong interest in the potential of improved rail service.

In addition, a letter from members of the Terre Haute City Council was prepared this weekend for delivery to Rep. Hudnut, expressing the local desire for improved rail passenger service through Terre Haute.

Councilman Pete Chalos initiated the action with specific request for attention to the need for rail passenger service between Terre Haute and Chicago as well as improvement in existing east-west service.

Local interest in passenger service to the north centers on the kind of transportation offered currently between Chicago and Dubuque, Iowa. Self-propelled rail passenger cars run daily in each direction on the route across northern Illinois.

And that type of operation is the kind of service long proposed by Harrod who, in semi-retirement, devotes much time and expertise seeking solutions to the many problems currently plaguing the railroad industry. His interest, dating back to boyhood, is rather more an avocation than simply a hobby, dedicated to practical benefit for the railroad industry and the traveling public.

It was the serious rerouting of rail traffic around Indianapolis, including the shifting of Amtrak's Floridian to L&N tracks through Terre Haute, which led to next Friday's meeting. Beginning as a rallying point for concerned citizens of the Capital City area, the meeting has taken on the aspect of importance beyond district and state boundaries.

Monday is said to be the reservations deadline with a \$15 fee covering luncheon and materials. Reservations are being addressed to Rep. Hudnut's office in Room 411A of the Federal Building in Indianapolis, 46 E. Ohio St. The zip code is 46204.

Friday's meeting is scheduled to begin at 8:30 a.m. in the Indianapolis Hilton, 31 West Ohio St., with an introduction to high speed inter-city rail concepts by Stephen D. Brumble, manager

of transit systems for Vogt, Sage & Pflum, consultants, of Bloomington and Cincinnati, Ohio.

The first panel discussion follows with William Watt of Gov. Bowen's office as moderator for panelists William Loftus of the Federal Railroad Administration; David Watts of Amtrak; Jean H. Losure of the Rail Services Planning Office; and Ronald Park, U.S. Railway Association. That association is slated to release a report on current railroad reorganization proposals the end of the month.

The luncheon is to be addressed by John Walls, chairman of the board of the Indianapolis Transportation Corp.

The meeting resumes at 1 p.m. with a report by Robert E. Mahowald, state senator and chairman of the Mass Transportation Study Commission of the General Assembly.

A panel discussion will follow

on the economic impact of rail service moderated by State Representative E. Henry Lamkin Jr., MD. Members of the panel are to include Fred L. Madorin, director of the Indianapolis Department of Transportation; John Barnett, director of the Indiana State Chamber of Commerce; J. T. McNeal, state director of the United Transportation Union; James Kohls, chairman of the Coalition for Adequate Transportation, and Indiana Public Service Commission chairman Larry J. Wallace.

The open discussion period then is scheduled to fill the balance of the day with adjournment at 4:30 p.m.

Meanwhile, interest in local concerns continues with Chamber President O'Leary a focal point for the gathering of support toward improvement in rail passenger service for Terre Haute and Vigo County.

REFERENCE
DO NOT CIRCULATE

Railroads (TH) "Whistle Stops" Not a Joke In Days of Interurbans

Ts SEP 22 1974 BY DOROTHY J. CLARK

To many hundreds of the elite patrons of the interurban line, "whistle stops" were a joke and merely something to liven conversation at parties; but to thousands they meant home.

The first interurban system in our area really did not touch Terre Haute as it ran only from Harmony to Cottage Hill, one-half west of Brazil. There is very little history of that line to be found, but it was in existence several years before the line built from Terre Haute reached Cottage Hill and reconstructed the old line for the use of the new system.

This was the first interurban line out of Terre Haute and must have been completed by 1900. It was part of the system founded here by Stone and Webster, but in 1903 work was begun on a line to reach Clinton. Following this came a line projected to reach Paris and a separate corporation known as The Terre Haute and Western Railroad covered that portion of the line from the state line to Paris.

During the construction of this latter line a promoter with eastern connections procured a franchise from the City Council to build a line to Sullivan.



DOROTHY J. CLARK

This promoter went east to get the financial support necessary for his venture. In his absence the Stone and Webster organization diverted all shipments of poles, wire, rails, ties, and other material necessary and had them shipped to points on the Evansville and Terre Haute Railroad which paralleled the proposed route to Sullivan.

There was nothing in these shipments to connect them with the Stone and Webster outfit, and work which was started at once was apparently a continuation of the promoter's work.

When this individual had secured the necessary backing and returned to Terre Haute he was more than mildly astonished to find a great deal of work done that he had expected to do with his organization. He then abandoned his project and it was completed to Sullivan as a part of Stone and Webster system. Work was then resumed on the Paris line.

In the meantime, the Brazil line had been rebuilt and became the start of the line which eventually reached Indianapolis. There through a great system of interurban lines it became possible for one to reach New England points by trolley, although it was never explained why anyone would be eccentric enough to attempt such a tour.

With the organization of the Terre Haute, Indianapolis and Eastern Traction Company, it was possible to reach a great deal of Indiana and a few points outside the state. This system radiated from Indianapolis and was divided into six divisions called the Northwestern, Eastern, Martinsville, Danville, Brazil and Terre Haute Divisions.

The Northwestern Division included lines to Lafayette and Crawfordsville. The Eastern Division included lines to Richmond and New

Continued On Page 5, Col. 2.

Dorothy Clark

Continued From Page 4.

Ts SEP 22 1974

Castle. The Martinsville Division reached only to Martinsville, and the Danville Division terminated at Danville.

The Brazil Division connected with the Terre Haute Division which included Clinton, Paris and Sullivan.

In the Terre Haute system fares were on a zone system which started with the Brazil line. The franchise of this line granted by the Vigo County Commissioners provided that the fare between Terre Haute and Brazil should not exceed 15 cents for one way or 25 cents the round trip. However, in practice one paid 20 cents because the company required an additional five cents from the zone limit to any point inside either city. Then transfers were given to ride city lines, but the city lines did not give transfers were given to ride city lines, but the city lines did not give transfers for the interurbans. In later days the minimum fare was fixed at 10 cents for any distance and eventually a passenger tariff fixed the fare on a mileage basis.

In many instances the motorman would stop almost anywhere that the passenger desired, but these points became so frequent that regular stops usually known by number were established at points a mile or so apart and were given a different "stop" number. However, many of these stops were given names that bewildered the stranger who looked out and saw nothing; in many cases not even a building, where he assumed there was at least a crossroads store. Some of these names might indicate a nearby land owner or almost any other source. For instance, on the Terre Haute system was Allendale, Ferguson Crossing on the Paris line was named for the family of that name who lived on the adjacent hill and which later became Stop Four.

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

REFERENCE
DO NOT CIRCULATE

Carl Avenue, a street in a subdivision; Numa, a point on the Wabash and Erie Canal north of Terre Haute, and Turman's Creek, an historic spot in Sullivan County.

Almost any community of any size on this widespread system, no matter what the name, was a station though it seldom had a ticket office and all freight was prepaid. The numerous unnamed stops, which in many cases were only road crossings, were actually "whistle stops," where one-half mile away the motor man sounded his air chime, the successor of the steam whistle, and people desiring to board the car stood at the side of the track and waved their hand in the daytime or burned a newspaper torch at night to attract his attention.

Newcomers to the Terre Haute area live here some time before they find out what Stop 16 might signify on the old Lafayette Road. Old timers know where the interurban stops used to be, but newcomers are usually curious about these mysterious stops when the convenient interurban cars handled public transportation better than it's been handled in the past 33 years since its demise.

Railroad (T.H.)
**FRISCO RAILROAD
COMING TO TOWN?**
Sp FEB 1 1975

The nation's profitable railroads are showing increasing interest in acquiring most of the profitable segments of the bankrupt Penn Central Railroad, including a line that passes through Terre Haute.

A story in a recent edition of the Washington Star-News reported that the St. Louis-San Francisco railroad (known as the Frisco) is interested in the line running between St. Louis and Indianapolis, where Penn Central has a modern freight yard.

"In most (cases) it appears that these railroads are using the law designed to restructure the Northeastern rail system as a lever to enter new markets they have never had access to before," the Star News said.

Under the Regional Rail Reorganization of 1973, the Penn Central and five other bankrupt railroads are currently being reorganized into one, profit-making rail system to be known as Conrail. A preliminary rail reorganization plan is scheduled to be released by February 26.

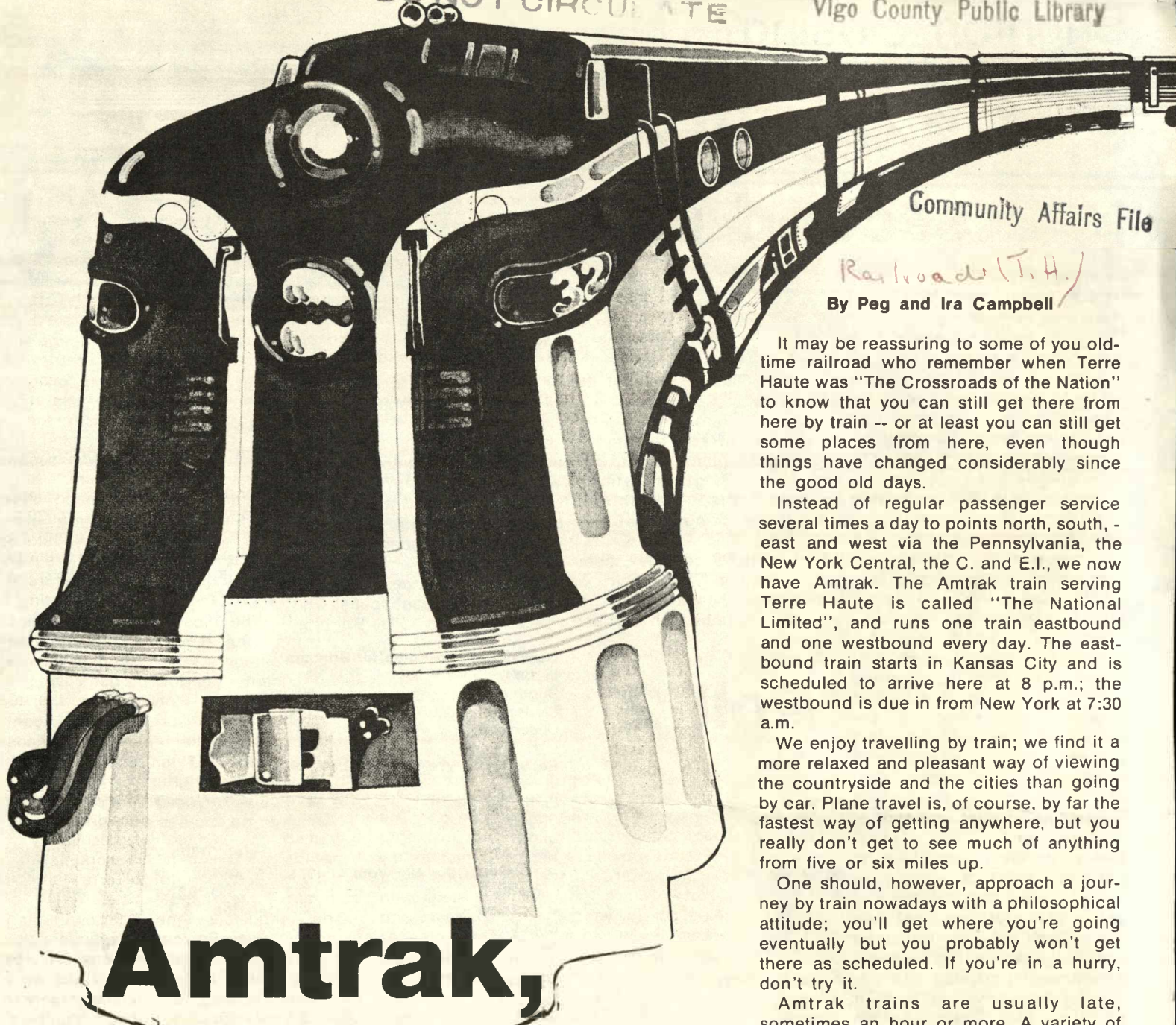
REFERENCE
DO NOT CIRCULATE

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Railroads (T.H.)

By Peg and Ira Campbell



Amtrak, Limited

SEP 13 1975

It may be reassuring to some of you old-time railroad who remember when Terre Haute was "The Crossroads of the Nation" to know that you can still get there from here by train -- or at least you can still get some places from here, even though things have changed considerably since the good old days.

Instead of regular passenger service several times a day to points north, south, - east and west via the Pennsylvania, the New York Central, the C. and E.I., we now have Amtrak. The Amtrak train serving Terre Haute is called "The National Limited", and runs one train eastbound and one westbound every day. The eastbound train starts in Kansas City and is scheduled to arrive here at 8 p.m.; the westbound is due in from New York at 7:30 a.m.

We enjoy travelling by train; we find it a more relaxed and pleasant way of viewing the countryside and the cities than going by car. Plane travel is, of course, by far the fastest way of getting anywhere, but you really don't get to see much of anything from five or six miles up.

One should, however, approach a journey by train nowadays with a philosophical attitude; you'll get where you're going eventually but you probably won't get there as scheduled. If you're in a hurry, don't try it.

Amtrak trains are usually late, sometimes an hour or more. A variety of other little things are apt to go wrong too - non-functioning air conditioning, for example. But, of course, little things can go wrong no matter how you travel. We've all heard stories about air lines depositing passengers in New York and their luggage in Dallas. Or, ask us about the time the generator on our car gave up in the middle of the Ozarks in the rain.

We recently decided to take Amtrak on a vacation trip to Boston. We had learned through a couple of previous trips that it's



The Wheel Restaurant

824 S. Third

invites you in for an
ice cream

EXTRAVAGANZA

OPEN 24 HOURS



CASH

AT

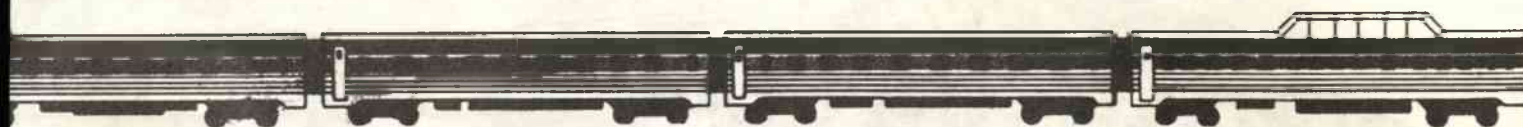
Morris Plan

on

Best Terms

21 S. 7th St.

232-7017



Sp SEP 13 1975

a good idea to check on the train at least an hour before the scheduled arrival time. This can save you several tedious hours of waiting at the station, which is a dreary place to wait, with no one on duty and not even a pay telephone.

There are two ways of finding out the approximate arrival time; we used both. First we called the Amtrak toll-free long distance number listed in the phone book, 800-621-0353. A recording asked us to please stand by, but in about a minute a very friendly man came on, informed us that the train from St. Louis was running about an hour and a half late, and would probably be in Terre Haute about 9:30 p.m. He then asked us how things were in Terre Haute, what the weather was like (it was raining), and explained that he had formerly lived in West Terre Haute and knew a lot of people here.

At a little after nine we called Penn-Central's Union Tower in Terre Haute; the number is 232-4067. We had tried this method on previous trips and found the tower operator very accommodating. He asked us to hold on while he called down the line to find out just where our train was, and soon came on to say that it would be in Terre Haute at 9:57 if it wasn't further delayed by the heavy rain over in Illinois.

He advised us to get to the station a little early though, because the train wouldn't stop long. We got there about 9:45, and the old National Limited pulled in at 10:05, two hours and five minutes late. We hopped on board, the only passengers from Terre Haute, and in less than a minute we were on our way.

The Amtrak train serving Terre Haute is an all reserved-seat train, so if one is going any distance tickets must be bought ahead of time. You can make reservations by calling the Amtrak number; they will tell you the cost, and mail the tickets to you when they receive your check. Or you can go, as we did, to the World Wide Travel Service and they will get the tickets and reservations for you. We gave World Wide our dates on Monday and they had the tickets for us on Thursday.

Once on board, the conductor inspected our tickets and informed us that our reserved seats had also been sold to someone

in St. Louis and were occupied. "They do this all the time" he said resignedly, and found us another pair of seats in a different car.

On the return trip, a woman who got on in Philadelphia held reservations for our seats. When she complained to the conductor that the agent in Philadelphia had gotten confirmation from the computer for the reservations, he informed her cheerfully that "the computer is our main problem".

There were a number of other duplicate reservations in that car, but the conductor eventually worked things out so that everyone had a seat. Both the east- and west-bound trains were fairly crowded, but the fact that this was the peak of the vacation season may have had something to do with it.

We had read that Amtrak has a number of new coaches, but the ones we travelled in were old Pennsylvania cars, moderately clean with recently upholstered reclining seats and not uncomfortable. Pillows and blankets were available at no charge. Smoking was not allowed in the coaches; smokers had to repair to the restrooms, club car or diner.

Soft drinks, beer and various kinds of snacks were on sale in the club car. The diner offered mixed drinks and a full menu; the food was adequate and moderately priced. Dinner with an entree choice of filet of sole or chopped Creole steak with baked potato, vegetable, soup, salad and dessert was priced at \$2.25. The coffee, as usual, was excellent, but the familiar little silver pots had been replaced by blue pottery ones.

Some of the old amenities had been retained -- white linen tablecloths and napkins, a bud vase with a real carnation on each table. The service was courteous and friendly.

We changed trains in Pennsylvania Station for the run to Boston. Some of the trains on the Washington-Boston route are Metroliners and are the last word in modern train design. But we had old-fashioned coaches both ways, and both trains managed to be a half hour late on the four hour run.

On the return trip, the air-conditioning

gave up at about New Haven, and when we got to New York and headed into the tunnel under the river we discovered the lights in our car were out as well. We groped our way off the train at the station in almost total darkness, found we'd left one of our small pieces of luggage and had to rush back in the dark to retrieve it.

The cost of Amtrak compares favorably with other ways of travelling -- it's about .05 per person per mile. There is no longer a reduction for a round-trip ticket, but travelling on the family plan the second person's ticket is one-fourth off.

Children under two travel free, ages two to twelve for half fare. The trains all carry Pullman cars; the cost for a roomette is about double the coach fares. There were a number of family groups on our trains, and the children seemed to be having a wonderful time.

They didn't pay much attention to the views outside the train but spent most of their time travelling up and down the aisles, with particular attention to the rest rooms and the club car.

On the return trip from New York our train kept right on schedule until after we left Harrisburg, then we lost a little time, the air conditioning in our car went out after Columbus, and we stopped twenty-five minutes in Indianapolis, presumably to have it fixed. At least it was working again when we left, but we got to Terre Haute an hour and fifteen minutes late.

The Amtrak personnel from conductors to porters to dining car attendants all go about their duties with an air of cheerful resignation. They seem to be making a determined effort to do the best they can under sometimes trying conditions.

The same spirit seems to infect the passengers too; there's very little complaining, everyone seems to accept with a resigned shrug the news that we're running two and a half hours late, and there's even something of a feeling that we're all sharing in an adventure together -- all of us relaxed, devil-may-care types sitting there with our feet up looking at the scenery while all the high-pressure speed demons are out there fighting the traffic on the super-highways or zooming by over our heads at 500 miles per hour.

1210 Wabash 234-3763

Marvel's

2026 S. 3rd 232-2984

full line of
Zenith products

For anything and
everything to read
Readmore

524 Wabash

232-7159

Milwaukee Road Proposal Would Add Core Railroads

TS SEP 28 1975

Community Affairs File

Community Affairs File

By JACK HUGHES
Tribune Staff Writer

The complexities of life today — in Terre Haute as well as elsewhere — have brought ironic suggestion that we "... need to find a yellow-brick-road," referring, of course, to the highway to Oz taken by a little girl and her companions as they sought a way out of their predicaments.

Not the least of the nation's predicaments today is transportation, affected as it is by concern for energy and economics, practices of the past and present as they relate to the future, and many other factors seeming to rival in number the bricks making up that yellow-brick-road.

More particularly, a key factor in transportation has to do with railroads and railroading, and losses reported by the industry this year.

Without laying claim to wizardry, top officials of an important part of the Terre Haute transportation scene have offered a plan which might be termed "The Milwaukee Road to the Future."

Fred Priester, district manager of The Milwaukee Road with offices in Terre Haute, is in the process of distributing information on this plan to local leaders of commerce, government and civic endeavor.

"It may sound corny, but I'm really thrilled to have a part in this program..." Priester said as some details were revealed by a home office executive who came to Terre Haute recently in response to an inquiry by The TRIBUNE.

That inquiry was prompted in part by recent railroad journal attention to a proposal by Milwaukee Road Chairman William J. Quinn calling for federal legislation which would permit voluntary restructuring of western railroads by the railroads themselves. This is in contrast to the rearrangement currently underway, with the

development of Con Rail, in the northeastern quarter of the United States, in which bankruptcy of Penn Central and the denotation of other roads brought government intervention.

Terre Haute, the entire Wabash Valley, Indiana and Illinois stand to gain or lose from current Con Rail developments sooner or later. This location in the western sector of the northeastern system of railroads assures that abandonment and revitalization of lines between here and the Atlantic Ocean will one day bring its effect here — for good or ill.

Similarly, restructuring of the major western roads, the Milwaukee and five others, as well as the smaller lines, will have some effect on this eastern extremity of the western system.

Wallace W. Abbey, director of corporate communications for the Milwaukee Road, broke into his schedule for a visit to Terre Haute to assist in presentation of Quinn's plan locally. He spoke of the importance of the Terre Haute District to the railroad.

Chairman Quinn recently gave testimony before the Surface Transportation Subcommittee of the U.S. Senate Commerce Committee, urging legislation to allow the western railroads to form themselves into perhaps four strong, competing systems. He said that doing so now will avoid "costly and controversial reorganizations" later, such as the reorganization currently underway in the east. He asserted that action now will "avoid government ownership of western railroads and a massive burden on taxpayers."

The Milwaukee Road chief executive officer offered his proposal as a series of amendments to S. 2265, the "Rail Services Act of 1975" introduced last month by Sen. Vance Hartke of Indiana, chairman of the subcommittee.

Quinn credited Hartke's bill with being timely, comprehensive and promising, as

he said, "Never before have the private-enterprise railroads of the nation been faced with such a severe test of their ability not only to compete with other forms of transportation which are directly or indirectly subsidized but actually to survive as during the immediate past."

The Quinn proposal, outlining in broad terms a comprehensive plan to be prepared by a "transportation planning board," calls for the designation of four "core" railroads from among the financially strongest lines in the West.

Each of the remaining railroads of the West would be assigned by the planning board as a "satellite" to one of the core railroads, according to Abbey's account which continues, "Each core railroad would have the opportunity assigned to it. The railroads receiving offers could accept or reject them or make counter offers. Should no agreement be reached, the satellite railroads would be assigned by the planning board to other core railroads, which could make offers for them. Satellite railroads about which no agreement had been reached in the second round would remain independent.

"Under the Quinn plan," Abbey reported, "the planning board would have an overriding authority as to track abandonments. It could compel a core railroad to continue to operate lines of the satellite railroads it acquired even though the core railroad had contemplated certain abandonments. Lines which the planning board found unnecessary would be offered to states, municipalities, rail shippers, Amtrack, or to any responsible organization before being abandoned."

"The principal purpose of these suggestions" Quinn told the senate subcommittee, "is to produce serious and fair offers on the part of the core railroads under a climate of competitive bidding, and to require serious attention to these offers on the

part of the offerers."

These and other details of the proposal are described in the materials Priester prepared for local distribution.

Both Priester and Abbey showed pleasure at the industry leadership evidenced by the Milwaukee Road chairman in the proposal, noting that their company "... is the first one really to come forth with a plan of this nature."

Tracing the history of the proposal from its introduction this past spring to its presentation to the Senate earlier this month, Abbey reported, "Quinn first voiced his plan last May to the annual meeting of stockholders of the Milwaukee Road's parent company, Chicago Milwaukee Corporation." Assessing response received during the summer, "He told the Hartke subcommittee that he believes the railroad industry generally shares his view that there is far too much rail plant in the West offering costly, wasteful and duplicating services," and that the plan he proposes will help correct that circumstance.

Quinn declared, "The nation deserves a better transportation policy in its Bicentennial year than it has now."

Comments from Abbey and Priester, in the local interview, also took note of Quinn's reputation as a key industry analyst who has the ability quietly to give direction and initiate action. This view is augmented by an editorial in a recent issue of the industry journal "Railway Age." In its Viewpoint column, the editor states, "Milwaukee Road Chairman William J. Quinn is not the sort of person to keep climbing upon soapboxes, pounding his chest and demanding, 'Hey, listen to me.' His profile has usually been low. But, in a long and distinguished career in railroading, he has earned something far more important than scrapbooks full of clippings; he has earned the trust and the respect of his peers, in and out of the railroad industry."

With additional description of the man and his proposal from

REFERENCE

DO NOT CIRCULATE

Community Affairs File

the perspective of current industry conditions, the column asks, "Will anything come of what Bill Quinn suggests?" and concludes with a partial answer. "He doesn't know. He thinks something is possible, now. But let this be said: If what this quiet Irishman is saying goes unheeded, untried, untested, then that might turn out to be the real tragedy."

But, the gloom of tragic potential has no place in the outlook of Milwaukee Road executives pursuing a brighter picture in the promotion of Quinn's plan. Priester's enthusiastic attitude is buoyed by the positive approach expressed by corporate leaders, a decided advantage for the man who has the job of spreading the word locally and throughout the 80 or so Indiana counties comprising the Terre Haute District.



ENTHUSIASM is evident as Fred Priester (left), district manager of the Milwaukee Road with offices in Terre Haute serving the line through Indiana, was joined by Wallace W. Abbey, Chicago, corporate communications director, to respond to inquiry by The TIRBUNE on proposed restructuring of railroads from Indiana to the West Coast. Priester's enthusiasm relates both to his company's leadership in planning for the future and to the developing potential for general economic growth in Terre Haute and the Wabash Valley. "The ball is rolling," Priester asserts, "and I'm thrilled to have a part in it . . . The only way we can go is up!"

1s SEP 23 1975

House of Photography Photo.

Railroads (T.H.)

Vigo Treasurer Reports On PC Delinquent Taxes

OCT 1 1975

Vigo County Treasurer George Schoffstall reported Tuesday that there has been little progress in his efforts to recover \$1.2 million which Penn Central Transportation Co. owes in delinquent property taxes.

Schoffstall said he met Monday and Tuesday with L. A. Welter, district tax agent for the bankrupt rail carrier. According to Schoffstall, Welter said Judge John P. Fullan of U.S. District Court, Eastern District of Pennsylvania, has ruled that Penn Central may sell its vast property holdings throughout the U.S., except for railroad right-of-way, even though taxes are owed on the property.

All the county can expect to collect from Penn Central this year, Schoffstall said, "is a paltry sum of \$948.29."

"This is a disgrace and

shame when we in Vigo County must pay our taxes or lose our property," he said.

Schoffstall said the only alternative is to ascertain from Penn Central which parcels of property it wants to sell and try to get the property back on the tax rolls. He said the railroad has sold three parcels of land in recent weeks.

REFERENCE
DO NOT CIRCULATE

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

T OCT 23 1975

City Seeks Funds For RR Crossing

Community Affairs File

T OCT 23 1975 (T.H)

Mayor William J. Brighton has announced the city is working with the Federal Highway Administration in an effort to mark a dangerous southside railroad crossing with signal lights.

The Federal Highway Administration has approved partial funding for a preliminary engineering study of the Milwaukee Railroad crossing on Margaret Ave. just east of 25th St., according to Mayor Brighton.

The mayor reported the city requested matching money from the Federal Highway Administration for the installation of signals at that crossing.

The total cost of the project would be \$22,600, including the preliminary engineering study and the construction.

The city money for the project will be taken from surplus funds in a previous Margaret Ave. project, according to the mayor.

Mayor Brighton reported the approval of federal funds for the preliminary study represents the first step in obtaining those signals.

"After engineering plans are approved by the State and Federal Highway Administration, the next step will be for the Federal Highway Administration to approve the construction money," he said.

Mayor Brighton said he hopes the project will be under way in about three months. He explained the Milwaukee Railroad will do the installation of the signals.

The railroad crossing on Margaret Avenue at that point presents a possible hazard to motorists since it is on a curve and the tracks also cross the road at an angle. Only crossbars mark the crossing now.

Mayor Brighton said at least one death has occurred at that crossing.

"This crossing represents the city boundary and although the project should be shared in lo-

cal cost we are proceeding with the project because of the dangerous situation presented there," Mayor Brighton said.

"Again, as in the case of the Maple Avenue railroad crossing, the city and not the railroad has assumed the responsibility toward protection of the people," the mayor pointed out.

The city paid for the entire cost of signals at a dangerous railroad crossing on Maple Avenue to which the mayor referred.

"I feel it is our responsibility to spend a little money to protect life," Mayor Brighton concluded. "After all, how much is a life worth?"

REFERENCE
DO NOT CIRCULATE

Community Affairs File

Vigo County Public Library

Railroad Group

SEP 1 1976

To Discuss Community Affairs File TH Crossings

Mayor William J. Brighton's steering committee on correcting traffic problems at Terre Haute highway railroad crossings met Tuesday night at City Hall.

Committeemen discussed existing traffic problems and briefly reviewed various solutions to them. A spokesman said the meeting was primarily for "organizational" purposes.

Members of the committee include Sterling Bolyard, Indiana State Highway Commission; Doyme Barnes, United States Transportation Union; David Kintz, administrative assistant to Mayor Brighton; G.W. "Bill" Martin, ConRail; Thomas Mason, Rose-Hulman Institute of Technology; Kenneth Moulton, Indiana State University; Nerv Nolot, West Central Indiana Economic Development District; Fred Priester, Terre Haute Area Chamber of Commerce; Jack V. Skillman, Federal Highway Administration; Paul Smith, Vigo County Area Planning Department; Robert Wheeler, Indiana State Highway Commission; Jim Wood, Smith-Alsop; and an unnamed representative of Louisville-Nashville Railroad.

Community Affairs File

Vigo County Public Library

REFERENCE
DO NOT CIRCULATE

Hartke Backs City Rail Crossing Plan

T SEP 3 1976

Railroads
T.H.

By COLLEEN SIMS
Tribune Staff Writer

Indiana Senator Vance Hartke has pledged his support to Terre Haute in the city's effort to receive federal funding for highway-railroad crossing improvements, according to Terre Haute Mayor William J. Brighton.

Sen. Hartke promised his help in obtaining the funds for the city after surveying the problem railroad crossings in the city when he was here Monday campaigning for his re-election bid, Mayor Brighton reported.

The possibility of railroad crossing improvements came about after federal monies for local governments were approved for that purpose. Indiana Senator Birch Bayh held a public hearing in Terre Haute recently to discuss the available funding and a steering committee has since been appointed to organize the effort to obtain the federal funds.

An overpass over the ConRail tracks on North Third Street near Tippecanoe Street has been suggested as a high priority for use of the federal funds.

"I think it is important that Sen. Hartke now has volunteered his services for this project," Mayor Brighton said. "We should fit into the total picture since Sen. Bayh is the chairman of the appropriations subcommittee responsible for funding these projects and Sen. Hartke is chairman of a subcommittee on transportation which will also be concerned with the projects."

"With a cooperative effort from them and if we do our job here, it would appear the money is forthcoming to remedy some of the dangerous traffic conditions that exist at many of our railroad crossings," the mayor added.

Mayor Brighton said all of his recent appointments to the steering committee

to study the possibilities for use of the funding were present at the first meeting Tuesday night with representatives of the federal and state highways and each of the railroads. The local appointments represent several areas, including business, industry and education.

As a result of the initial meeting, a memorandum is being drafted to be signed by all of the railroads, the federal and state highways and the city indicating their willingness to cooperate in the project, the mayor reported.

Mayor Brighton called this "our first step," adding that the Department of Area Planning now has been directed to provide statistical data on the railroad crossings in the city concerning such information as amount of traffic and number of accidents in an effort to list priorities in the plan to be submitted.

"It is the committee's hope that most of this will be available within three weeks so that the committee can intelligently make some recommendations to remedy the most dangerous and most heavily traveled intersections to be submitted for federal approval," Mayor Brighton said.

Mayor Brighton explained that any plans submitted to the federal government requesting the funding must first receive the approval of the steering committee and the state and federal highway agencies.

When such highway-railroad crossing plans are approved by the federal agencies concerned, 95 per cent of the funding will be provided through the federal government. Mayor Brighton pointed out very few federal programs provide as much funding. The mayor suggested local funding could possibly be derived from such units as the railroads, city or county.

Rail Crossing Survey Given State Division

Community Affairs File

SEP 15 1976

A summary of the rail-vehicle crossings in Terre Haute and a request for federal funding for the study of possible solutions at problem crossings, has been sent to the Indiana Division of State Aid and to members of a special steering committee selected to study city railroad crossings.

Terre Haute Mayor William J. Brighton Tuesday sent letters with the information and request for funding to the steering committee members and to Charles Miller, chief of the Indiana Division of State Aid.

In the letter, Mayor Brighton stated three railroad cause problems in the urban area of Terre Haute: ConRail, which enters from and leaves both the west and the north; the L & N, which travels north and south; and the Milwaukee, which also is a north and south route.

Mayor Brighton said the rail traffic causing "by far the bulk of our problems" is the ConRail track which enters the city just north of the central traffic district and moves trains directly east-west between the river and Ninth Street and then exists the city near the northeast boundary at Haythorne Avenue and Fruitridge Avenue.

"All of these train movements are in the north part of the urban area and conflict with the movement of north-south street traffic on high volume arterials of Third Street, Seventh Street, the one-way pair of Eight (south) and Ninth (north) streets, 13th Street, 25th Street and Fruitridge Avenue," the mayor said. "The same movement interferes with east-west traffic flow movements on Locust Street, Third Avenue, Eighth Avenue, Maple Avenue, Fort Harrison Road and Haythorne Avenue."

Crossings specifically mentioned for study and possible changes, either moving of the tracks or overpasses, were the Third Street ConRail crossing, the L & N crossings on Poplar, Walnut, Ohio streets and Wabash Avenue, and the switching tracks of industry that conflict with the traffic flow.

All together, there are more than 130 at-grade railroad-street intersections in the Terre Haute urban area, Mayor Brighton reported.

The cost for the proposed study of the railroad crossings would be about \$400,000, Mayor Brighton said. He requested Miller, as chief of the Division of State Aid, to forward the information to proper authorities to provide for federal funding for the local project.

T SEP 15 1976

Community Affairs File

Vigo County Public Library

DO NOT CIRCULATE
REFERENCE

SUNDAY, SEPT. 12, 1976

TS SEP 12 1976

Rail Hearings

Open Monday

Community Affairs File
Railroads (T.H.)

By JACK HUGHES
Tribune Staff Writer

Terre Haute area executives dependent on rail services are looking toward Chicago this week where a series of hearings on the future of railroads will be conducted by the Interstate Commerce Commission.

Under study in the hearings which seek reactions from the general public as well as sources among industry spokesmen, shippers and state and local government, is the report of the Federal Railroad Administration on the controversial plans of the U.S. Department of Transportation. Those plans met opposition earlier when they indicated abandonment of many rail routes deemed unprofitable by the planners, but viewed as essential by many local, regional and state officials.

The hearings in Chicago, beginning Monday in the Dirksen Federal Building, are expected to draw a number of people from the Terre Haute area and from southern Illinois. The recent federal court injunction at Danville, restraining ConRail from diverting traffic from the former Penn Central rails in eastern Illinois to L&N trackage in western Indiana, is reported a factor in interest in both places.

The injunction suit was pressed by the State of Illinois Department of Transportation and supported by a number of communities along the Penn Central tracks. A factor in the dispute was the ConRail claim that the operation was unprofitable, countered by several studies showing it to be

"very profitable," according to plaintiffs in the suit.

It has been suggested that planners erred in determining the profitability of a number of lines, including the eastern Illinois route. Recent statements from the United States Railway Association have centered on the different accounting system employed for ConRail as opposed to much of the rest of the industry.

Meanwhile, the hearings in Chicago, and in 19 other major metropolitan centers across the country during the next two weeks, will hear testimony, fact and opinion, on the FRA report designating major routes to receive \$600 million to upgrade those routes while eliminating funding of others.

One complaint is that virtually the whole of the Midwest has been designated "excess capacity," ignoring the need for huge capacity during seasonal shipments of grain and other freight. An agriculture spokesman asserts that farmers will not be able to compete in the world market if they have to pay extra to haul their grain to a railroad 100 miles away.

The FRA report groups railroads in four categories. They are "A Mainlines," "Potential A Mainlines," "B Mainlines" and "Branchlines." There are no north-south "A Mainlines" in Indiana and just one in Illinois. However, both states have several lines designated as "Potential A Mainlines," which, it is suggested, will result in the "potential loss" of some of them.

Community Affairs File

Vigo County Public Library

REFERENCE
DO NOT CIRCULATE

Spur Line Crossing Ruling Upheld By Appeals Court

INDIANAPOLIS (UPI) American Metal Climax Co.

legally can cross public highways with a spur railroad in Vigo County to serve a coal mine it operates, the Indiana Court of Appeals, Division I, ruled Tuesday.

The ruling upheld Special Judge Francis N. Hamilton of Vigo Circuit Court, who modified an earlier ruling that went against the firm, also known as Amax.

The state court said the trial court erred, but not reversibly, in ruling that the Public Service

Commission had jurisdiction to determine whether Amax could build the spur line. Laws other than the one concerning the PSC contain the authority to build, the state court said.

The PSC March 16, 1973, granted Amax permission to build the line.

Richard L. Baker, representing himself and the motoring

public, was able to get a permanent injunction to bar the company from building a railroad that crosses Indiana 46 in Vigo County. He was successful in Vigo Circuit Court, but Amax got a modification of the ruling through a petition to correct errors. Hamilton was appointed after the earlier judge failed to rule on the Amax

petition within 30 days.

The order upheld by the state court lets the line be built as long as Amax conforms to the usual PSC requirements about grade crossings for Indiana 46 and five county roads.

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Community Affairs File

Sen. Hartke Promises His Personal Attention to ConRail Freight Switch

APR 14 1976

Community Affairs File

Railroads (TH) Ind. 7

By JACK HUGHES
Tribune Staff Writer

Senator Vance Hartke has promised "personal attention" to area opposition to the Con Rail freight switch from eastern Illinois to western Indiana — and Terre Haute railroad crossings.

During a visit to The TRIBUNE on Tuesday, the senior U.S. senator from Indiana was asked about reports of growing opposition of the re-routing of coal, grain and other freight traffic to the L&N between here and southern Illinois.

Hartke, who told a press conference here earlier this month he was not aware of the route change nor of any problem associated with it, said Tuesday that many actions by Con Rail in this early period of the giant, new railroad's existence will need "a close look" and review.

Hartke's comments, including the promise, "I'll give this my personal attention," came after reports of growing support in Indiana for the objections raised initially in Illinois — including a statement from Mayor William J. Brighton.

And Mayor Brighton's statement of support for Illinois action against the ConRail arrangement with the L&N Railroad suggests that the Louisville & Nashville railway company itself may not be too happy with the plan.

Noting efforts by people in Illinois to keep open the old Penn Central trackage between Lawrenceville and Paris — against the ConRail re-routing of thousands of carloads of coal and grain over the L&N route through here — has said, "I understand that this will not necessarily be economically beneficial to the L&N. The L&N would just as soon not have the added traffic.

"If this is the case and it will provide no extra service to the routes covered," the mayor continued, "I am against it."

Expressing concern about the probability of additional delays at railroad crossings — for emergency vehicles as well as passenger cars — Mayor Brighton said, "We do not need additional traffic through downtown or Terre Haute."

A local L&N representative has said only that one train has been added to the daily schedule here so far, adding, "... I don't think it has caused much of a problem."

However, other sources have said that

the number of railroad cars in commercial traffic involved adds up to several trains each day if the route change continues, and will add significantly to crossing deterioration as well as delays for auto traffic.

Legal action against the ConRail plan awaits a May 5 hearing in the federal court at Danville, Ill., set over from an earlier scheduled hearing. Seeking an injunction against the route change are the Illinois Department of Transportation, the Illinois counties of Clark, Crawford and Lawrence, the City of Robinson, shippers along the ConRail (formerly Penn Central) track and others including the Greater Wabash Regional Planning Commission with offices at Grayville, Ill., according to earlier reports.

The executive director of the Commission, Dale McLaren, has been outspoken in his opposition to the route change, releasing statements to the media and letter to state and federal officials, including Illinois Gov. Daniel

Walker, several Congressmen and others.

He has expressed fear that with the change in rail routing, "the entire Paris to Cairo segment would be up for abandonment in a relatively short amount of time."

McLaren adds that, contrary to ConRail USRA claims that the route is unprofitable, his own organization and several others have found that the line made a profit of approximately \$1.5 million "in the 1973 base-year." Figures ranged from \$1.4 million to \$1.6 million.

Welcoming support from Mayor Brighton and others, McLaren asserted, "The economy of eastern Illinois has continually been threatened by what we perceive as illegal maneuvers by both USRA and ConRail. The mayors of Terre Haute and Vincennes as well as the Vigo County Commission (the county commissioners) are on record as strongly opposing this re-routing problem due to the intense traffic congestion that would be created."

Community Affairs File

Vigo County Public Library

REFERENCE
DO NOT CIRCULATE

Redmond (TH)

Rail Traffic Here May Be Affected By Suit

Community Affairs File

JUL 7 1976

By JACK HUGHES
Tribune Staff Writer

Rail traffic through Terre Haute may be affected by a federal court injunction suit slated for hearing Thursday in Danville, Ill.

The injunction, sought by the State of Illinois Department of Transportation and several communities in eastern Illinois, asks that freight traffic diverted to western Indiana through Vincennes and Terre Haute on the L&N Railroad be returned to the former Penn Central route between Paris and southern Illinois coal fields.

The latest development in the case prior to the scheduled hearing is the reported entrance by the United States Railway Agency as an "amicus curiae" or friend of the court and said to favor the plaintiff's argument.

Principal defendant is ConRail, the new government sponsored railroad which took over the former Penn Central Railroad and other bankrupt railways this spring. One of the first actions of the new railroad company was to transfer

traffic from the eastern Illinois route to the L&N route in western Indiana through a contract. It was indicated that the Penn Central line in eastern Illinois was not viable. Plaintiffs in the injunction suit contest that view and claim to be able to show that the route has more potential than some lines held viable by ConRail. Among the latter is said to be a line between Paris and Danville in Illinois.

Local officials, both Vigo County and Terre Haute, have voiced support for the plaintiffs in the action. Mayor William J. Brighton and the Vigo County Commissioners have said that the additional rail traffic through here is of no benefit to the community and in fact serves only to make for added wear and traffic congestion at local crossings. Similar views are said to be held by officials in Vincennes.

One source advises that the added traffic here may be as much as 40 per cent, based on the amount of coal and grain and other shipments between southern Illinois and points north toward Chicago.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Illinois Suit to Affect Railroad Traffic Density in Terre Haute

TS JUL 1 1 1976

TS JUL 1 1 1976

(T.H.)

By JACK HUGHES
Tribune Staff Writer

Terre Haute railroad crossing traffic tie-ups and wear may be increased or lessened by a federal court case in Danville, Ill., before the end of the month.

Crossing problems here aren't the primary concern of the suit, of course. But, they are the concern of local officials and residents.

The injunction suit against ConRail seeks to return to the old Penn Central route on the Illinois side of the state line rail freight traffic switched to the L&N in Indiana this spring soon after ConRail took over the Penn Central and other bankrupt railroads April 1. It was claimed the Penn Central line between Danville and Carmi had no potential —

Community Affairs File

even with the State of Illinois subsidizing it to the reported tune of several million dollars.

Plaintiffs in the suit, including the State of Illinois and several communities along the route, claim that several independent studies show the contrary — that the line is very profitable, with as much as \$1.5 million or more in profit one year recently.

The plaintiffs claim further that the people of Illinois lose in several ways, if the freight switch continues: loss of profit potential and of the means to defray the subsidy cost; loss of the service to the communities along the route; higher cost to shippers for the longer, "circuitous" travel of their goods an extra 50 miles or so over to Indiana. What's

more, Illinois notes that it was in an effort to avoid abandonment of the line that the state subsidized the Paris to Lawrenceville segment in the first place.

Complexities of the situation include an attack on contracts, both written and verbal, reportedly entered between ConRail and the L&N without the approval of the Interstate Commerce Commission; the dates of those agreements; alleged improvements on the L&N, a solvent railroad, with ConRail (taxpayers') money.

Claims and counter-claims range from the assertion that the private railroad is making a lot of money in the deal to the report that the transaction was entered only to assist ConRail and the industry and not for the money.

Similarly, opposing sources are at odds regarding estimates of increased rail traffic Terre Haute, Vincennes and other communities in western Indiana will have to contend with. Early reports from the United States Railway Association and the L&N suggested it would be negligible, citing only one additional train per day at that time. More recently, railroad sources have said a couple of ConRail trains per day added to the L&N's own average of 14 to 16 trains per day — until this week. One source said there were no ConRail trains on the L&N's tracks here this week, as of Friday. Another source said he saw one earlier in the week.

Quibbling aside, however, the plaintiffs in the injunction suit, and supporters on this side of the state line, point to thousands of cars of coal, grain and other freight that are going to travel from one end of the line to the other by some route. With the relative lack of ConRail traffic through here on the L&N the past week or so, that freight was reported "stacking up" in southern Illinois.

The Danville federal court hearings this week ended Friday. But a brief filed by the defense requires a response from attorneys for the State of Illinois and other plaintiffs and the judge asked for more information on the contracts. The next deadline for action is July 19.

REFERENCE
DO NOT CIRCULATE

Community Affairs File

Vigo County Public Library

Rail-Highway Safety Funds Appropriated

Community Affairs File AUG 4 1976

Railroads, T.A.
WASHINGTON, D.C. (Special) — The fiscal 1977 transportation appropriations bill, which was sent to the White House for the President's signature Wednesday, includes appropriations for rail-highway crossing projects in Terre Haute, according to Sen. Birch Bayh (D-Ind.).

The language in the bill specifically makes Terre Haute eligible for rail-highway crossing funds.

Bayh, chairman of the Senate Transportation Appropriations Subcommittee, inserted the language concerning Terre Haute in the budget proposal.

"A project to improve the safety of Terre Haute motorists who must cross railroad tracks cutting through the city of Terre Haute, particularly on Third Street, is something I have been working toward for years," Bayh said.

"I am very pleased that I have finally succeeded," he added.

A total of \$10 million is provided for fiscal 1977 for rail-highway crossings throughout the nation.

Bayh said Terre Haute would receive sufficient funds in fiscal 1977 to carry out engineering-design and feasibility studies that must be done before any actual construction begins.

"As chairman of the Senate Transportation Appropriations Subcommittee," Bayh concluded, "I intend to make certain that funding remains available to complete the project as soon as possible," the senator concluded.

The transportation appropriations bill does not contain specific language as to how and where the money allocated for Terre Haute will be spent. Apparently, local planners and public officials will be involved in working with federal project planners to determine what rail-highway crossing needs will be met first.

Specific information concerning who

will be involved in determining those project needs has not yet been announced.

It is assumed that local planners from the Vigo County Area Planning Department and the West Central Indiana Economic Development District will be among those determining fund use.

Community Affairs File

Vigo County Public Library

REFERENCE
DO NOT CIRCULATE

FRIDAY, AUGUST 6, 1976

Court Cuts Rail Traffic

Railroad (T.M.)
Railroad traffic in the Terre Haute area will be lightened by a ruling in a federal court injunction suit in Danville, Ill., according to a report from that court Friday morning.

Plaintiffs in the action included the Illinois Department of Transportation and a number of communities along the right-of-way of the former Penn Central Railroad from southern Illinois to Decatur, now operated by ConRail.

ConRail, the Consolidated Rail Corporation, was the defendant in the action that sought to halt the transfer of ConRail freight traffic from the old Penn Central line to the L&N Railroad in western Indiana from Evansville, through Vincennes and Terre Haute and to points north.

Local officials have been concerned about crossing traffic tie-ups and additional crossing wear resulting from the additional freight traffic through Terre Haute.

According to a court attache, Friday's action takes the nature of a temporary restraining order against the freight switch, which was one of the first moves made by ConRail after the quasi-private corporation took over from the bankrupt Penn Central Railroad on April 1.

Although ConRail and L&N sources indicated that the additional freight traffic through Terre Haute only amounted to about a dozen trains per week, other sources have indicated that the traffic through Terre Haute could potentially be much heavier.

Shortly before the injunction suit reached litigation a few weeks ago, the L&N Railroad reported approximately two trains per day of ConRail traffic through Terre Haute, in addition to the L&N's own traffic, estimated at between 14 and 16 trains per day.

Judge Henry S. Wise issued the temporary restraining order, which will reportedly become a permanent order unless challenged by the other side.

Community Affairs File

Vigo County Public Library

REFERENCE
DO NOT CIRCULATE

1 AUG 6 1976

Rail Freight Order May Be Permanent

T AUG 7 1976

Railroads (T.H.) Community Affairs File

The Federal court restraining order against ConRail freight from Illinois adding to Terre Haute rail traffic on the L&N through Terre Haute is expected to grow into a permanent injunction.

That's the report Saturday from attorneys who won the temporary restraining order in Danville this week as they fought to keep alive the former Penn Central route from Carmi to Danville.

The order was handed down by Judge Henry S. Wise of the U.S. District Court at Danville who told attorneys Friday that his ruling against the ConRail-L&N agreement to divert through traffic from eastern Illinois to the rails in western Indiana would take effect at 12:01 a.m. next Monday.

The defendants then have 10 days in which to show cause why the temporary injunction should not be made permanent.

Attorney Kevin McCarthy of the Illinois Department of Transportation, which has subsidized the former Penn Central route, brought the injunction suit with the support of several Illinois communities served by the railroad and other interested parties.

The complaint argued that the agreement between ConRail and the L&N was faulty for several reasons, including the allegation that the contractual arrangement was signed after the deadline which held for agreements entered without approval of the Interstate Commerce Commission.

The plaintiffs complained further that the freight switch prevented Illinois from recouping the \$½ million per year subsidy invested by the state to keep the route alive; that service was lost to the area; that costs to Illinois shippers increased with the added mileage involved in traveling to Indiana and that the agreement diverted taxpayer money to a solvent railroad instead of to rail opera-

tions which were to be assisted by the law which created ConRail.

Concern for added traffic tie ups at L&N crossings in Terre Haute and Vigo County, as well as increased deterioration of those crossings, has been expressed by city and county authorities who voiced support for the Illinois complaint.

Railroad sources have said that only one or two ConRail trains per day have added to the L&N traffic of about 15 trains per day. Moreover, it has been noted that the amount of freight involved could mean, at conservative estimates, an increase of 60 per cent or more to the existing L&N traffic. And a railroad company spokesman was quoted this weekend that the ConRail traffic would ultimately add up to 16 trains per day through Terre Haute.

Further action is awaited, either through the courts or the ICC.

Community Affairs File
Vigo County Public Library
REFERENCE
DO NOT CIRCULATE

Hearing Aug. 20

Community Affairs File

Rail Overpass Study to be Sought

AUG 13 1976
By WAYNE PERRY
Tribune Staff Writer

When local officials meet next week with representatives of the Federal Highway Administration (FHA) to discuss plans for rail/highway-crossing improvements in Terre Haute, Mayor William Brighton is expected to be encouraging funding for a study of an overpass construction on North Third Street near Sycamore Street.

The meeting will involve area leaders, the Indiana Division FHA administrator and U.S. Sen. Birch Bayh (D-Ind.).

Bayh's Washington, D.C., office announced that the session would be conducted on Friday, Aug. 20, in the Terre Haute City Courtroom at 1 p.m.

The Hoosier senator, chairman of the Senate Transportation Appropriations Subcommittee, introduced language in the fiscal 1977 Transportation Appropriation Bill that specifically makes

Terre Haute eligible for rail/highway-crossing funds.

A total of \$10 million is provided for fiscal 1977 for rail/highway projects nationwide.

The local session is being conducted to give area leaders input into planning how funds will be used.

Brighton told The TRIBUNE Friday, "We're extremely encouraged by the meeting itself. . . and we're also very happy with the possibility of funds for feasibility studies in Terre Haute on improved crossings."

"We are hopeful that the feasibility studies will show that there is a need for providing funds for an overpass on North Third Street—an absolute must for smooth traffic flow in the city," Brighton continued.

"Right now we're taking counts of

motor and rail traffic at those crossings and we will make that information available at the meeting next week—and that should go a long way. . . this is one of the most heavily traveled non-overpass crossings in the state," the mayor continued.

Brighton concluded by praising Bayh for working to obtain the funds for Terre Haute and for encouraging local participation in planning activities.

No official statement has been made by Bayh's office or the FHA on how the funds are specifically to be used. It has been presumed that local priorities would determine use of the monies.

Local transportation planning is handled by the Vigo County Area Planning Department and that agency will be involved in Friday's session to provide input on needed projects in Terre Haute.

Also attending the session will be

representatives of the city's street commissioners, the city engineer, consulting engineers and staff from the West Central Indiana Economic Development District.

Accompanying Bayh to the meeting will be George Gibson, Indiana Division administrator of the FHA, and James English, Senate Appropriations Committee staff member.

"We want to maximize local involvement from the initial planning stages to insure that these projects are designed to meet the needs of the community in the most efficient possible way," Bayh commented.

"In addition," he continued, "a meeting with the Indiana Division administrator at this stage will help local officials foresee and avoid potential pitfalls in the development of their project plans which could delay construction."

Community Affairs File

Vigo County Public Library

REFERENCE
DO NOT CIRCULATE

Community Affairs File *Railroad (T.H.)*

Permanent Order Halts ConRail Route Change

T AUG 19 1976

As expected, a Federal court restraining order against ConRail freight from Illinois adding to Terre Haute rail traf-

fic has been made into a permanent injunction.

Late Wednesday afternoon the temporary restraining order that prohibited ConRail from adding traffic on the L&N through Terre Haute was changed to a permanent injunction.

The temporary restraining order had been won in Danville on Aug. 6 as part of a fight to keep alive the former Penn Central route from Carmi to Danville.

The order was made permanent by Judge Henry S. Wise of the U.S. District Court at Danville.

His temporary order against the ConRail-L&N agreement to divert through traffic from eastern Illinois to the rails in western Indiana took effect at 12:01 a.m. on Aug. 9.

Since that time there has been no ConRail traffic on the L&N lines through Terre Haute.

The defendants (the rails) had 10 days from the time the temporary order was made to show cause why it should not be made permanent.

A hearing on the issue was conducting Wednesday and the judge did decide to make the restraining order permanent at that time.

Rail officials may still appeal the injunction, although a stay of the order requested Wednesday was not granted.

Community Affairs File

REFERENCE
DO NOT CIRCULATE

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Sen. Bayh, Leaders Discuss Funds for Crossing Projects

T AUG 21 1976

By WAYNE PERRY

Tribune Staff Writer

Initial contact was made Friday afternoon between federal, state and local officials so planning could begin for a rail/highway-crossing demonstration project in Terre Haute.

Over 100 local leaders in government, labor, education and civic organizations attended a session called by U.S. Sen. Birch Bayh (D-Ind.) to discuss how federal funds designated for Terre Haute can be used to improve rail/highway-crossings.

Bayh moderated the session and told those assembled in the Terre Haute City Hall Courtroom he was "no expert on rail/highway-crossings" but he did feel improvements in that area "are long overdue for Terre Haute."

"It is a tragedy this city has been subjected in the past to the traffic tie-ups and other situations that have resulted because of railroad crossings," Bayh stated.

He noted that he had specifically inserted language into the 1977 Transportation Appropriation Bill so Terre Haute would be one of only a few cities in the nation to receive funds to study the feasibility of rail/highway-crossing improvements.

Bayh said that in addition to money for preliminary planning for a project, the "door is open for more funds for final engineering and design and for the hardware for construction" to finish any project or projects undertaken.

Most of the conversation during the session centered on the possibility of constructing overpasses either at the Penn Central Railroad crossing on Third Street (U.S. 41) or at the Penn Central crossing at 13th Street.

At the request of Terre Haute Mayor William Brighton, the Vigo County Area Planning Department prepared a report concerning the traffic and rail movement at those intersections.

Paul Smith of the Area Planning Department reported that in February of 1975 there were 24 trains and two switching trains at the Third Street crossing per day. The average daily traffic count was 20,811 vehicles.

Using a formula established by the Indiana State Highway Commission to determine the need for providing a separated grade (overpass), Smith reported that the index for the Third Street crossing was 59,519. The State Highway Commission feels an index number of over 50,000 indicates consideration should be given to providing a separate grade.

(The formula used to determine the index figures is an involved calculation that considers the number of trains and cars passing through an intersection and the kind of protection that is provided at the crossing.)

Smith further said that according to information from rail officials, the number of trains at the Third Street intersection has increased during the past year to a minimum of 26 per day and a maximum of 38 per day. Index numbers would then range between 68,096 and 99,525.

At present there are between 36 trains per day and 62 trains per day crossing at the 13th Street intersection. Index numbers for such traffic at that site would be a minimum of 70,293 and a maximum of 121,061.

Smith concluded, "The above figures indicate that both intersections have sufficient auto and train traffic to warrant the consideration of providing a separated grade."

Also during the meeting George Gibson, Indiana Division administrator for the Federal Highway Administration, stated that the two initial steps in planning for the use of the federal funds would be (1) determining the scope of the problem by (2) asking the mayor to establish a steering committee to guide the project.

Brighton did announce that by next Wednesday he would appoint such a steering committee.

Comments made by others attending the session emphasized the need to consider the entire rail traffic situation in Terre Haute in terms of other options besides overpasses and the need to consider possible action at the rail/highway crossing at Margaret Avenue and 19th Street.

A total of \$10 million is available nationwide for rail/highway project feasibility studies in the appropriation bill, which was signed by President Ford on Aug. 14.

Vigo County Public Library
Community Affairs File

REFERENCE
DO NOT CIRCULATE

Railroad
(T.H.)

over

Hearing Aug. 20

Rail Overpass Study to be Sought

AUG 13 1976
By WAYNE PERRY
Tribune Staff Writer

When local officials meet next week with representatives of the Federal Highway Administration (FHA) to discuss plans for rail/highway-crossing improvements in Terre Haute, Mayor William Brighton is expected to be encouraging funding for a study of an overpass construction on North Third Street near Sycamore Street.

The meeting will involve area leaders, the Indiana Division FHA administrator and U.S. Sen. Birch Bayh (D-Ind.).

Bayh's Washington, D.C., office announced that the session would be conducted on Friday, Aug. 20, in the Terre Haute City Courtroom at 1 p.m.

The Hoosier senator, chairman of the Senate Transportation Appropriations Subcommittee, introduced language in the fiscal 1977 Transportation Appropriation Bill that specifically makes

Terre Haute eligible for rail/highway-crossing funds.

A total of \$10 million is provided for fiscal 1977 for rail/highway projects nationwide.

The local session is being conducted to give area leaders input into planning how funds will be used.

Brighton told The TRIBUNE Friday, "We're extremely encouraged by the meeting itself. . . and we're also very happy with the possibility of funds for feasibility studies in Terre Haute on improved crossings."

"We are hopeful that the feasibility studies will show that there is a need for providing funds for an overpass on North Third Street—an absolute must for smooth traffic flow in the city," Brighton continued.

"Right now we're taking counts of

motor and rail traffic at those crossings and we will make that information available at the meeting next week—and that should go a long way. . . this is one of the most heavily traveled non-overpass crossings in the state," the mayor continued.

Brighton concluded by praising Bayh for working to obtain the funds for Terre Haute and for encouraging local participation in planning activities.

No official statement has been made by Bayh's office or the FHA on how the funds are specifically to be used. It has been presumed that local priorities would determine use of the monies.

Local transportation planning is handled by the Vigo County Area Planning Department and that agency will be involved in Friday's session to provide input on needed projects in Terre Haute.

Also attending the session will be

representatives of the city's street commissioners, the city engineer, consulting engineers and staff from the West Central Indiana Economic Development District.

Accompanying Bayh to the meeting will be George Gibson, Indiana Division administrator of the FHA, and James English, Senate Appropriations Committee staff member.

"We want to maximize local involvement from the initial planning stages to insure that these projects are designed to meet the needs of the community in the most efficient possible way," Bayh commented.

"In addition," he continued, "a meeting with the Indiana Division administrator at this stage will help local officials foresee and avoid potential pitfalls in the development of their project plans which could delay construction."

Community Affairs File

Vigo County Public Library

REFERENCE
DO NOT CIRCULATE



AUG 21 1976

STUDYING RAIL CROSSING IMPROVEMENTS — Over 100 government officials, civic leaders, labor representatives and other local citizens attended a meeting Friday afternoon to discuss how expected federal funds can be used in Terre Haute for rail/highway-crossing improvements. Discussing the situation before the session at Terre Haute City Hall were U.S. Sen. Birch Bayh (D-Ind.), Terre Haute Mayor William Brighton and George Gibson of the Indiana Division of the Federal Highway Administration.

House of Photography Photo

Community Affairs File

"Railroads" (J.H.)

BEGINNINGS OF THE PENNSYLVANIA RAILROAD
IN
TERRE HAUTE, INDIANA
BY
MARCELLINE M. GILLMORE

Historical Society

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

REFERENCE
DO NOT CIRCULATE

Community Affairs File

BEGINNINGS OF THE PENNSYLVANIA RAILROAD

IN

TERRE HAUTE, INDIANA

BY

MARCELLINE M. GILLMORE

Given before the Vigo County
Historical Society, Terre Haute,
on November 5, 1947.

BEGINNINGS OF THE PENNSYLVANIA RAILROAD

IN

TERRE HAUTE

An editorial appearing in the February 2, 1848 issue of the Terre Haute Express comments thus: "Among the improvements of the day, none is more prominent or engages more of the public's attention than railways traversed by locomotive power. In the United States, railroads are in progress from Maine to Louisiana. Massachusetts alone has 1500 miles of railroads, representing an expenditure of \$40,000,000. They have proven profitable, yield handsome interest, promote a degree of prosperity amongst merchants, farmers, and mechanics. Already they are known in twenty states of the Union. Even Georgia, outstanding in barren hills has 600 miles of railroad pushing even now into the borders of Tennessee. Ohio is successfully building and Indiana is fully awake."

Today, if you wish to go to Cincinnati to visit the zoo, see your mother or Aunt Sue, you just drive down to the Union station and take the streamliner and in the matter of four hours you are there. But ninety-five years ago, it was altogether different, not quite so speedy or convenient, but probably more romantic.

The first class packet, Wisconsin or Hoosier State left Cincinnati on the Ohio River at twelve o'clock noon, arriving at Madison, Indiana at 7:00 PM. After a comfortable or

uncomfortable night as the case might be, you rose at the early hour of seven to ride one of those public conveyances called a railroad. Incredible, but in five hours you would be eating lunch in Indianapolis. At 1:30 PM a train would carry you to Terre Haute, and 6:00 PM would see you safely in the thriving city on the banks of the Wabash. Just a matter of 30 hours but you were assured by both boat and train of a passage of the first order and that every attention would be given to your comfort.

But mind you, this was in 1852 when railroads were beginning to be more or less common. The first had been built in 1834 at the tremendous cost of \$1500 per mile. It extended $1\frac{1}{2}$ miles out of Shelbyville, Indiana and later became a part of the old Lawrenceburg-Indianapolis line. It had a traction equipment of one horse, and was able to draw 40 or 50 persons at the unknown rate of nine miles per hour. A few miles of track from Madison, Indiana toward Indianapolis opened in 1838 and these were the beginnings of the railroad system in Indiana. At that time only two other railroads existed in the west, one from Lexington to Louisville and one from Toledo toward Detroit.

The Madison and Indianapolis had been chartered in 1838, but it took five years to get the tracks into Indianapolis. One reason it took so long was a hill between Madison and North Madison. This plane is 7,012 feet long, nearly $1\frac{1}{3}$ miles with a 5.9% grade, steepest in the United States and possibly in the world. The total elevation is 413 feet, or 311 feet to the mile. Much of this plane was cut through solid rock with embankments nearly 100 feet high.

October 1, 1847 the first steam train entered Indianapolis at 3:00 PM. The Indianapolis Journal says in describing this event: "Such a collection of people as thronged the grounds adjacent to the depot has not been witnessed in these parts since Tippecanoe times. They were there by acres, stretched out along the railroad, some upon trees, stumps, fences, mounds and everything which tended to raise one squad above another. Then came the train with the shrill whistle of the locomotive echoing through hoary forests and over verdant fields. The crowd of awed spectators answered "with shout upon shout." That night a fireworks display and a circus performance helped celebrate the historic occasion. This was the beginning of a new era and marked the start of progress that eventually made Indianapolis one of the nation's greatest railroad cities.

Incidentally, the Pennsylvania Railroad on October 1, 1947, held quite a celebration to mark the 100th anniversary in Indianapolis, at which time they exhibited the newest type of 6,000 horsepower diesel passenger locomotives, a huge 120 mile an hour 4 cylinder T-1 steam passenger locomotive, and a powerful J-1 type freight engine.

Mr. John F. May, Assistant Road Foreman of Engines, has kindly loaned us his collection of pictures showing the first union station in Indianapolis, incidently, the first Union station in America. During the Civil war, it held prisoners. The five arches which you see in the picture were closed at night by gates and behind these were confined the prisoners. There is also a picture of the second station built before the

tracks were elevated.

It might be interesting to know too, that a Terre Haute man, Chauncey Rose, John Brough, of the Madison and Indianapolis, and Oliver H. Smith of the Bellefontaine Line met in an office in the middle of the circle in 1850 and planned this Union Station, the first in the world. It was opened September 20, 1853, just ten days before the first train entered the city. It was 420' long by 120' wide.

Mr. May has also contributed an article from - The Locomotive, January 1857, describing a day in the Indianapolis Union Station in those early days "What a strange and interesting variety of human existence and action may be daily witnessed at the great theater of our bustling city, the Union Railroad depot. Train after train are continually dashing in from all parts of the compass with multitudes of venturous persons, who, as they rush out of the cars to the public gaze present a mixed spectacle of the ridiculous, the whole becomes a confused bedlam scene and may at times easily exceed the wildest description that fancy could paint. It would seem to compare more to Beelzebub's kitchen than any other object the mind could grasp - the fiery monsters are there, emitting sulphurous smoke puffing, snorting and whizzing. The continual dingdong of the deafening bell startles you with dread alarm, the screeching whistle and rumbling noise of the train as it moves onward makes you stand amazed with wonder. Then the dextrous action of the depot employes in handling baggage, rolling, pitching, dashing, smashing, surrounded by an eager set of claimants, bawling and squalling to the extent

of their lungs, presenting their checks, then taking hold of their effects, lugging and dragging aside to some place of security, followed by an army of Jehus and hotel runners, shouting with stenatorian voice, "Bates House, Palmer House, Wright House, Little's, etc., right up! right up! with an occasional knockdown among them, by way of a masterly display of superior bullyship and thus, during the year, the almost incessant scene of animated excitement may be witnessed at this theater of activity. It is estimated that the weekly average of travelers at this depot will number about 10,000, enough in all conscience to make it an attractive and interesting spectacle to the curiosity seeker."

But this has to do with Indianapolis and this paper was to be the early beginnings of railroads in Terre Haute. The canal was then the popular route, offering tri-weekly service between Lafayette and Terre Haute. In those days, the only method of reaching Indianapolis, other than stage coach, was by horseback or mud wagon, the latter taking from four to six days. Own Tuller, operated a stage line, the headquarters being the Old National Road House. In 1848, the newspapers advertised the stage line as leaving Indianapolis at 10 AM and arriving in Terre Haute generally around two o'clock in the night.

This required too much time for a gentleman in Terre Haute by the name of Chauncey Rose and he determined to do something about it. In 1848, he conceived the plan of building a railroad from Terre Haute to Richmond to connect with the Bellefontaine route or with a road projected running west

into Columbus. He hoped to establish a line in a road between St. Louis and Cincinnati. The promotion of the Richmond Road failed but the Terre Haute-Indianapolis road was put through.

The organization had been planned in 1849 but delay was encountered as people were incredulous. A railroad was not needed, one train a month could carry all the surplus crops, highways would be ruined, cattle killed, the peace and quiet of the countryside destroyed. Illinois had just gone through a bitter experience of extravagant public improvements as had other states and the people were skeptical. There was but one railroad in Indiana, the Madison and Indianapolis. There were many wealthy men hereabouts but they were disinclined to help. John Rose, a rich brother in New York City helped as did the firm of Winslow, Lanier and Company, also of New York, who had financed the Madison and Indianapolis, but most of the money came from Boston through a man named Welles who furnished the iron.

The directors of the Terre Haute Railroad met at Greencastle, on the 19th. of April 1848 to organize. Books for subscription of stock were ordered to be opened at Terre Haute, Greencastle, Danville, Indianapolis, Greenfield, Knightstown and Louisville and Centreville and closed on the 15 of July. They required \$1.00 to be paid on each share at time of subscription, \$4.00 on each share paid by first of July next, and \$4.00 each share every 60 days thereafter until the \$24.00 were paid.

The president was authorized to appoint suitable persons to take relinquishment of lands, gifts, grants, bequests, money, labor, property, stone, gravel, material for benefit of the company, also land for erection of depots at Terre Haute.

Greencastle and some intermediate point between. The Terre Haute Express of July 26, 1848 reads:

"After running several trial lines, the engineers on Monday morning commenced the permanent location of that part lying *The line runs near the National Road House 100 yds south of the canal and* between Terre Haute and Greencastle. *north of the road,* preceeds eastwardly near William Souls' place, and up the valley of Lost Creek, crossing south of the National Road in the neighborhood of Williamsons, recrossing Croys Creek and so on to Greencastle. This takes us through the finest stone and coal lines. The sky is bright, we have every confidence in the Board of Directors and the unflagging determination and efforts of our president." Incidentally, a note in small print says, "we hope to be excused for reminding the stockholders that the call for \$4.00 per share is now payable."

The first officers were-

Chauncey Rose - Pres. and Chairman of the Board
Charles Wood - Secretary
General John Scott - Treasurer

The first board of directors were-

Samuel Crawford
E.J. Peck
James Farrington
Demas Deming
Curtis Gilbert

After four years, Samuel Crawford became president until his death when E.J. Peck succeeded him. All were Terre Haute men but E.J. Peck.

Mr. Rose purchased from Mr. Gilbert 100 feet on the southwest corner of Wabash and 7th Street and built a small one-story white building in the middle of the lot, about where Baurer's drug store now stands. This was the directors' office.

His organization completed, Mr. Rose summoned in 1850, John Brough, former auditor of the State of Ohio, who had attracted the attention of Winslow-Lanier Company of New York, backers of the Madison and Indianapolis Railroad, also a young man, Charles R. Peddle, who had come out of the East. Since Charles R. Peddle is the grandfather of Miss Juliet Peddle, Program Chairman of our Historical Society, I think we should become a little better acquainted with him since he became such an influential factor in early railroad history.

Born in Philadelphia, October 5, 1820, of Quaker ancestry, he attended the schools of Philadelphia and Plainfield, Connecticut. He became an apprentice of the Norris Locomotive Works in Philadelphia and later became locomotive engineer with the Philadelphia and Reading, and later with the Madison and Indianapolis Railroads. While on the latter road, he was approved by Mr. Brough, then president of the Madison and Indianapolis, as a suitable man to take charge of the Terre Haute and Richmond shops. He met Mr. Rose at the Astor House, New York, on April 4, 1851 and accompanied him to Boston. He hired a man named W.E. Miller, father of a well known locomotive engineer and brother of Oscar Miller, former crew dispatcher.

In a letter dated March 14, 1851, Mr. Rose wrote Mr. Peddle saying: "Your proposition is something higher than I anticipated and I think higher than is customary to pay for the same services in the west. I am willing to pay you sixty dollars a month and expenses while taking the engines out and to pay you the same price to run one of them while constructing

the road, you paying your own expenses. As soon as the road is finished, to allow you a salary of \$900 a year as a Master Mechanic and should that not be as high as the Madison and Indianapolis and other companies are paying, will increase it to \$1000 a year as named by you. We expect the road to be in running order sometime in November next and the principal shop will be in Terre Haute, which you will find a pleasant and healthy place."

Thus, young Charles Rugan Peddle was given his first assignment, that of going to Taunton, Massachusetts and bringing back the four locomotives which Mr. Rose purchased.

In order to better understand the financial conditions of the time, the following taken from the Wabash Express of December 1847 may be of interest. Flour was quoted at \$5.00 per barrel, lard, 8 cents, potatoes, 25 cents per bushel, chickens, 75 cents per dozen, turkeys, 25 and 27 cents each, coal, 7½ cents per bushel, eggs, 6½ cents per dozen, butter, 12½ to 15 cents per pound and whiskey, 20 cents per gallon.

In another letter Mr. Rose states: "Messrs. Hinkley and Drury of the Boston Locomotive Works are building us four small engines of 12 tons each, to use in constructing the road (we commence at both ends of the line), two of them will be finished by the first of April and others by the 10th."

In other letters he admonished the young man to be careful of his money, to sew same in his vest, also to be very careful to keep the engines well oiled and to use every discretion in getting the engines safely to destination.

Today, this would be a simple matter of about thirty-six hours, that of putting them in one of our fast freights and in no time they would be at journey's end, but in those days it was vastly a different matter. He could not get through bills of lading and the freight had to be paid at the beginning of each line.

Some idea of the cost of transportation may be gleaned from letters written by Mr. Rose from time to time: "The agents of the line Albany to Buffalo by way of Troy have agreed to tow our engines between these points for 20 cents a mile for each engine; you paying the expense of hauling them through Troy and across the bridge at that place by horses, the customary charge for which is \$15 per engine, but as there are four together, and all small, perhaps they will do it for less. There will be no harm to ask. I fear you will be detained several days at Buffalo, it will be a tedious job to get the engines from the depot to the vessel. I finally made arrangements to receive them at the depot and land them either on board a canal boat or on the wharf at Toledo for \$140 a piece, he paying all expenses except insurance. I want them insured at \$5000 cash, which will probably amount to \$25.00 each.

"I saw Mr. Brown at Toledo and he wanted to charge me \$115 each for the two engines Toledo to Terre Haute and \$110 for those to Cincinnati, you paying the toll, but I felt this entirely too high. It is impossible for me to judge a fair price but I should think \$100 free of toll would be about right, but you must take care of that. Do the best you can and I will be satisfied. At Cincinnati, I think it probably

best to either purchase a flat boat or get one of the owners to float the engines down to Madison.

Mr. Peddle describes his journey thus: The engines were towed to Buffalo by rail, hauled through the streets some 3/4 of a mile to the dock by horses. The streets were unpaved and the engines were axle deep in mud.

Two of the engines were loaded on the Brig Hollister. His log of the journey reports tremendous gales and that he was awful sick. He accompanied the two engines to Toledo where he made a bargain to have the two engines and tender taken to Terre Haute aboard canal boat "Patriot" for \$125.00, the remaining two engines which were to follow under the care of Miller, were to be taken to Cincinnati, aboard the "Eastern Divison" for \$75.00 each. The engines were unloaded, hauled to another dock and then let down on skids to a canal boat, a ticklish operation because of the constant swell from the lake and passing steamboats which kept the boats in constant motion and the fact that the wharf was ten feet from the bottom of the boat. The two engines were forwarded to Terre Haute by the Wabash and Erie Canal. Mr. Peddle had to wait for the other two engines in charge of Miller on account of getting a suitable boat. On their arrival, he sent Miller to overtake the two engines enroute to Terre Haute. He, himself took the other two engines to Cincinnati by canal. The boat was provided with a pair of sweeps and steering oar and floated down the Ohio to Madison, hauled up the levee to the railroad track, taken to the shops, put together by Mr. Peddle and then run to Indianapolis. Here one of them was turned over to

Uncle Billy Baugh, well known local character, and the other was held for ballasting work. Accompanied by his wife and baby. Mr. Peddle took the stage for Terre Haute on Saturday afternoon and arrived in his future home shortly after sunrise on a Sunday morning.

An accurate log of his adventurous trip has been supplied by his granddaughter, Miss Juliet Peddle and is included as a matter of record.

LOG OF TRIP FROM BOSTON TO MADISON, INDIANA

1851	Mar. 31,	Left Phila. for New York.
	Apr. 1,	Left New York for Boston.
	Apr. 2,	Received \$1300 from Mr. Rose.
	Apr. 15,	Left Boston with the 4 engines.
	Apr. 16,	Arrived Greenbush 2 A.M.
	Apr. 16,	Reached Schenectady 6 P.M.
	Apr. 17,	Reached Syracuse 6 P.M.
	Apr. 19,	Arrived Buffalo 6 P.M.
	Apr. 22,	Got 1 engine 1/3 way to basin and 2nd one off the track, slow work.
	Apr. 29,	Brig Hollister arrived.
	Apr. 30,	Got 2 engines on Hollister.
	May 1,	Tremendous gale.
	May 3,	Went aboard Hollister. Weather bound all day.
	May 4,	Left Buffalo 10 A.M. Heavy weather.
	May 5,	Awful sick.
	May 6,	Arrived Toledo 4 P.M.
	May 7,	Got off 2 engines and a tender, made bargain to have 2 engines and tender

to Cincinnati for \$75 a piece, \$1.25 to Terre Haute.

May 8, Got off last tender and put on canal boat.

May 9, Finished getting engine on canal boat Patriot.

May 11, Got engine on canal boat.

May 12, Canal boat Eastern Div. left with 2 engines.

May 13, Went as far as Maumee and returned.

May 14, 2 last engines arrived.

May 15, Got engines and tender off vessel.

May 17, Finished getting engines on Mohawk at noon and started at 5 P.M.

May 18, Left Maumee about 7:30 A.M. on Mohawk.

May 19, Reached Fort Defiance about 6 P.M. and stopped 4 miles below Junction, 62 miles from Toledo.

May 20, Put off box tools at Junction consigned to C. Rose.

May 21, stopped at Saw Mill below St. Mary's and took on lumber.

May 23, Arrived Lockport, got aboard Canal Packet at 11 P.M., reached Dayton on 24th at 9 A.M.

May 25, Mohawk arrived at Dayton 3:30 P.M.

May 26, Left Dayton by Packet for Cincinnati.

May 27, Arrived Cincinnati and breakfasted at Waverly House.

May 28, Engines arrived at Cincinnati.

May 30, Left Cincinnati at 10 A.M.

May 31, Arrived Madison, Ind., at 4 P.M.

June 1, Got engines off canal boat and up the hill.

June 6, Arrived Indianapolis with engines.

June 28, Left Indianapolis for Terre Haute.

June 6, 1851 was a momentous day in Terre Haute. Word had spread far and wide that the engines were approaching and they came by stage, by ox cart, by boat and by horseback, but still they came, for hundreds of miles around, and when the flatboat with such modern machinery came in view a great shout arose, "By whackity", shouted one old frontiersman, "them air things are biggern' the side of a house, can't tell me them thar things will run on a track."

In the meantime, events were happening on the home front. February 9, 1848's issue of the Terre Haute Express commends Hendricks and Clay Counties for their interest and enthusiasm in the new project but says that Vigo is too apathetic, not showing the strength in her loins, which if properly concentrated would astonish herself. They further admonish those who live to see the fruit of their hands will experience a pleasure that hoarded wealth cannot give. Those who give will have been an agency toward improvement and their children will rise up to call them blessed. "Citizens of Vigo County," writes the editor, "we believe what we write, let everyone add his mite to the common stock which will bring untold prosperity to our country."

Two lines were proposed: Indianapolis to Terre Haute, one via Danville and Greencastle, one direct Indianapolis to Terre Haute, the former being one mile longer and costing \$66,394.00 more than the direct route.

The total cost Indianapolis to Terre Haute was estimated as follows:

Grubbing, grading, etc.	365,556.00
73.63 miles track	<u>653,377.89</u>
	\$1,018,933.89
Avg. cost per mile - \$13,838.56	<u>13,838.56</u>
Contingencies, superintendence	26,558.00
Engines, cars, warehouses, shops, etc.	<u>140,000.00</u>
Total cost road and equipment	\$1,185,491.89
Avg. cost per mile \$16,100.00	

The Express further states: "The merits are intrinsic when viewed as an isolated road, Terre Haute to Indianapolis, yet we consider it as a link in a great chain of railways from the Atlantic to the Mississippi, it assumes a character of great importance. Such lines completed will be the most important thing on this continent, perhaps in the world."

In the Spring of 1851 work was begun from both ends of the line. Great hopes were entertained for its completion within the year but will only six or seven intervening miles, a hard winter set in and work had to be abandoned. The last rail was laid on Saturday evening, February 14, 1852 and Terre Haute was connected with the State Capital, the Wabash River with the Ohio at Madison. January 26, 1847 had seen the enactment of the charter and giving of the right of way, in four and one-half years the road was completed.

William Baugh, better known as Uncle Billy Baugh, was at the throttle of the first train to operate Terre Haute to Indianapolis.

Passengers were evidently loath to wait until the entire line was completed as the Courier of December 5, 1851 makes comment that the first passenger arrived by rail at Terre Haute that evening and on December 9th, states that between 20 and 30

people came in although there was still no regular service. The intervening distance between the two points was made by stage.

The first passenger car was a box car with seats along the sides. The first through ticket was sold in 1854 and read St. Louis to Boston, however, the ticket was sold in Terre Haute. The first depot was a small frame building, standing on the south side of Wabash near 10th Street.

May 12, 1852 was the first time any person ever went to Indianapolis from Terre Haute and returned the same day. Train left Terre Haute at 6:00 A.M. giving passenger three hours in Indianapolis, leaving at 1:30 P.M. and arriving in Terre Haute with papers from Madison and fourth day delivery of New York mail at 6:22 P.M. On this memorable day, the Courier states that a goodly number of passengers, together with two or three editorial men and a special lot of young belles left Terre Haute Depot, Mr. Huestis, superintendent, in charge. The train consisted of three or four passenger cars, finished in mahogany and handsome red velvet. A stove kept the coaches at comfortable heat. These cars were built by Ridgeway and Kimball of Columbus, Ohio at a cost of \$2100 each. There was one train east daily carrying mail and freight. Some time was lost at Greencastle waiting for westbound train to pass. There was no diner here and the travelers would have fasted had it not been for the "apple girl" whose small stock soon vanished. In one place the fare is quoted at five cents per mile, in another as \$2.00 per adult.

quite a little comment was made regarding the track.

In an article on the developments of railways, Mr. Peddle gives the following from recollection.

"The first rails were built of broad foot T rail introduced from England by an engineer names Vignoles. These rails were very costly and made of very best material, the tariff adding to the cost. However, when the state sold the railroad to a syndicate of capitalists, they began using cheap strap rail. The section men were kept busy spiking down the snake heads which with provoking persistency sprang up at any time to bar the way of the train. No provision was made for the expansion longitudinally in hot weather. The consequence was they were under a very compressive strain when the mercury reached the 90s that tended to buckle them or else lift them bodily with the stringers attached whenever the woodenkeys failed to hold them in their places or the vibration caused by an approaching train caused them to spring up. These wooden keys usually shrunk in dry weather so they could be drawn out by the fingers. On looking out of the cab window, the track rose in front of the engine like a continuous wave, settling back in its place as the wheels came upon it. To my excited imagination, it seemed to rise at least six or seven inches which probably is an exaggeration. The serious question in my mind, was at all times, will the stringers settle back in their proper places or will the wedges drop under the stringers and cause the track to spread and ditch the train and engine. In any case, it seemed like tempting fate to run over such a track."

Brazil station, built in 1852, is only original station standing between here and Indianapolis. The freight house,

now on Wabash Avenue, in Terre Haute, houses the engines, served both freight and passenger, and was built in 1853, Seelyville, was then called Woodville, because a planing mill located there, furnished wood for the locomotives. Limedale was then called Junction. Loaded wood for locomotives at Bellville.

By 1855, there were 14 locomotives on the division, all were named with the exception of one which bore the No. 15. They were Hercules, Goliath, Sampson Pacific, Terre Haute, Indianapolis, Hendricks, Clay, Vigo, Kentucky, Boston, Wabash, etc.

The first telegram was sent in 1859, the line having been installed from Richmond to Terre Haute at the enormous cost of \$1200.00. President Rose's report that year saw possibilities of its further expediting business.

In 1853 Mr. Rose retired from the presidency but he remained the principal stockholder until 1873 when he sold to Mr. W. R. McKeen, stock bringing \$150 or more.

The first annual report dated December 31, 1852 gives a glowing account of the first year.

"Receipts from passengers	69,707.26
"freight and mail	<u>41,236.61</u>
	\$110,943.87
Expenses	<u>39,497.82</u>
Net income	71,446.05

"During the past season we have purchased on very favorable terms 21 acres adjoining the tract previously donated at Terre Haute, making nearly 33 acres. Also erected at Terre Haute a large and substantial enginehouse and shops necessary for years to come and nearby a good boarding house. We have

not lost a trip since May 1st trains have run with remarkable regularity. 17,501 through and 39,888 way passengers have passed over the road without slightest injury."

On March 8, 1865 the name was changed to the Terre Haute and Indianapolis Railroad.

Much could be related of the struggle to project the road westward. John Brough's dream, along with that of Chauncey Rose, was the extension of the TH&R westward to St. Louis. The name proposed was the Mississippi and Atlantic since the project was generally understood by this name among the Eastern financiers where the plan met with approbation. In Indiana it was chartered under the name TH&R, but many felt it advisable to adhere to the name Mississippi and Atlantic because it gave a correct idea of its true character and importance. But many things stood in the way. In a recent book, "The Road of the Century," written by Alvin F. Harlow, he has this to say:

"In 1854 Brough induced the Indpls and Bellefontaine RR to aid the M&A which was to run from TH to St. Louis but for which he had not yet succeeded in getting a charter thru Illinois where nine-tenths of the line would be. They voted to buy \$200,000 worth of stock in the M&A altho all stock was down to half price.

"Illinois was then mostly forest and prairie. In 1836, Vandalia as the capitol had less than 1000 in population. In the Internal Improvement Bill, Alton was highly favored. It was to have three railroads, one to Shawneetown, one to Mt. Carmel, and one in the direction of Terre Haute. Alton was five miles upstream from St. Louis, but the Illinois legislators

were not going to build a railroad to a foreign city. With adequate railroad service they believed Alton could snatch the supremacy of the middle west from St. Louis.

The Alton and Terre Haute road would bisect another road soon to be built, now the Illinois Central. When the Whig born state bank blew up in 1842, some work had been done on all the railroads, but this was halted. A few spots had been graded between Alton and Terre Haute, some contracts for timber cut for bridges when the crash came.

So provincial was the thinking in 1849, when the O&M, now the B&O, were coming west from Cincinnati and reached the east boundary of Illinois on its way to St. Louis, a State Policy Party sprang up, held rabble rousing mass meetings, denying the right of any foreign corporation to set foot on Illinois soil, especially to advance the interests of St. Louis. The Ohio and Mississippi was long delayed by the opposition, as was the Mississippi and Atlantic, seeking to build from Terre Haute to St. Louis, passing thru Vandalia which had lost its capitol to Springfield in 1837.

In 1850-51, the citizens of Alton succeeded in attracting Eastern capitalists in organizing the Terre Haute and Alton with intention of using the old survey and grade. John Brough was having a deuce of a time with the Mississippi and Atlantic project. In June of 1852, he tried for the fifth time to persuade the Illinois legislature to grant a charter but the politicians were still loyal to the Alton and refused him. They said in view of the probable completion of the Terre Haute and Alton, no other road was necessary and they were also

determined to form at least one important city on the Mississippi River banks, namely Alton. In 1851 they were startled when Brough announced he would build regardless as his company required no further legislation, the general laws of Illinois gave him sufficient power, but this was probably a bluff for in January of 1852, he applied the sixth time and was again turned down. He died without having his dream realized.

But legislation could not keep up. They finally yielded to the demands of the Ohio & Mississippi, now the B&O. In 1856 they took over the Bellville and Illinoistown, now East St. Louis, and changed the name to the Terre Haute, Alton and St. Louis, now the Big Four. The road suffered, however, as they had no connection eastward from Terre Haute but the Terre Haute and Indianapolis of which Brough had been the presiding genius. It was thought the Terre Haute and Indianapolis would probably lease the Terre Haute and Alton, but in 1867 plans suddenly were balked, probably at the request of the Pennsylvania interests who were becoming interested and dominant in the affairs and interests of the Terre Haute, Vandalia and St. Louis, about to be built. The war over, they decided to be more friendly to the latter road. The construction of the St. Louis, Vandalia and St. Louis was accomplished in 1869 and 1870, and so today, we have the two parallel lines Indianapolis to St. Louis.

Today, monstrous demons on wheels, weighing approximately 275,000 race over the tracks. Our new Diesels, built in 1946 at a cost of \$600,000, now make the 73 miles in 65 minutes, when we are equipped with cab signals and train stops, we

should be able to reduce this time. Just now we are limited by the state law of 75 miles per hour.

It is doubtful that either Mr. Rose, Mr. Brough or Mr. Pedule ever dreamed that their road would become a link in the great trunk line linking the Atlantic and Pacific, a most vital chain in the defense of our nation, the great artery carrying her life's blood.

But once a railroader, always a railroader. Perhaps, even now, they are looking out of the windows of railroader's heaven, urging us on. Who knows?

SUMMER ARRANGEMENT

To Commence Thursday, July 1, 1952

TERRE HAUTE AND RICHMOND RAILROAD
TIME TABLE

	Passenger Train	Merchandise Train
	AM	AM
Leave Terre Haute	6.30	8.00
" Highland	7.12	9.25
" Brazil	7.26	9.53
" Greencastle	8.29	11.59
" Coatsville	9.04	PM 1.16
" Morristown	9.18	1.53
" Bellville	9.30	2.30
Arrive Indianapolis	10.45	4.19
	PM	PM
Leave Indianapolis	1.30	7.36
" Bellville	2.36	8.30
" Morristown	2.57	10.21
" Coatsville	3.11	10.49
" Greencastle	3.46	11.59
" Brazil	4.49	PM 2.05
" Highland	5.03	2.33
Arr. Terre Haute	6.45	3.57

*Trains meet at these stations

A Freight Train will leave Terre Haute on Tuesday,
Thursdays and SaturdaysA Freight Train will leave Indianapolis on Mondays,
Wednesdays and FridaysThe Red Flag displayed in Front of the Engine is signal
that another train is coming.

The Red Flag displayed in Centre of track will be signal to stop
train at any point. Condrs. and Engrs. are particularly notified
never to leave a station ahead of time mentioned in time table.
They are also notified to compare their time daily with the office
time at Indpls. which is standard time of the road and by which
they will be governed.

S. HUESTIS, SUPERINTENDENT.

Railroads (T. H.)

THE MILWAUKEE ELECTRIFICATION — A Proud Era Passes

Photo by Richard Steinheimer, 1972.

Community Affairs File

FOR MORE THAN HALF A CENTURY, the Milwaukee Road's electrified western lines have ranked high on every list of the world's most intriguing railroad operations.

But on February 20, 1973, after a series of exhaustive studies, and 57 years, two months and 21 days after the mainline trolley wire was first energized, the railroad announced its intention to phase out its remaining electrified operations.

REFERENCE
DO NOT CIRCULATE

WISCONSIN COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA



The Milwaukee Road's first electric freight locomotive, No. 10200 AB, shown on display in Butte, Mont., during October 1915. On Nov. 30, 1915, No. 10200 powered the first train

to run under the Milwaukee mainline catenary, from Three Forks, Mont., to Deer Lodge, Mont., a distance of 112 miles.

Initially an unmatched technical marvel, the electrification gained widespread fame as the apparent prototype for a new, electric, era in railroading. That era never arrived, but the Milwaukee Road's electrification, highly successful as it was, became and for years remained an object of intense interest as a unique, working railroad operation.

While the interest continued, the electrification system gradually became something of an anachronism.

In the end, however, two factors which had once been the source of much of the electrification's renown and were once its strongest virtues, technical progress and economics, proved its undoing.

While a definitive technical statement in 1915, the Milwaukee's electrification was rendered obsolescent by vast advances in electrical engineering made since then.

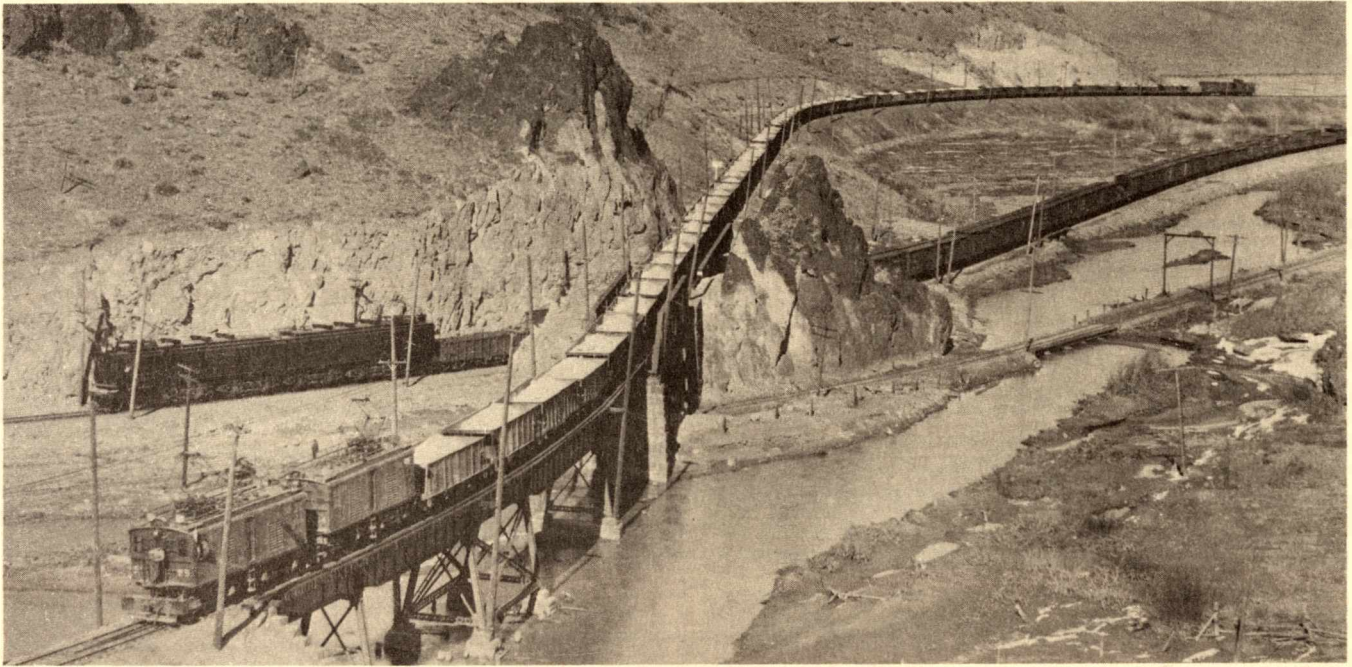
Although electrification was for many years a boon to the Milwaukee's finances, it was becoming a drain on the treasury, because spare parts for its electrical system and locomotives are no longer readily available and the increasingly frequent repairs have been growing more costly and more difficult to perform. But the major economic factor was the need to eliminate operating inefficiencies caused by the separation of the two electrified segments by an unelectrified gap. An in-depth analysis based on a

wide variety of factors indicated that the substantial investment needed to close the gap and acquire new equipment for electric operation would have been economically unwise for the railroad. Switching to fully dieselized operation thus became the only alternative.

Throughout its useful lifetime, the Milwaukee Road electrification served well, but its inception was primarily a product of the need to overcome problems which no longer exist. The more than 3,000 miles of transmission, feeder and trolley wire still strung over 902 miles of Milwaukee Road track in Montana, Idaho and Washington is evidence of how well those particular problems were met in the early 1900s when the project was undertaken.

The entire electrification project, consisting of the trolley and feeder system, poles, transmission lines, electrical substations and locomotives represented an investment of approximately \$23 million, a huge amount of private capital in pre-World War I America.

Its cost today would be several times the original figure, a prohibitively large sum given the present traffic density of the line. But the Milwaukee Road's electrification has long since paid for itself, and has rewarded the railroad many times over for the original investment through years of economical, dependable and almost trouble-free service.



An ore train of the Butte, Anaconda and Pacific Railway crosses over a Milwaukee Road freight near Butte, Mont., about 1916. The successful electrification of the BA&P

Specifically, the Milwaukee Road's electrification crosses five mountain ranges and covers 656 route miles of main line in two separate divisions: 440 miles between Harlowton, Mont., and Avery, Ida., and 216 miles between Othello, Wash., Seattle and Tacoma.

When these sections were placed in full electrical operation (Harlowton to Avery in 1917 and Othello to Tacoma in 1920) they represented the first long-distance electrification in North America and were the longest electrified lines in the world.

Importantly, they also represented the first electrification for solely economic reasons. Other railroads had electrified to eliminate smoke in tunnels and terminals, to increase track capacity or to help conventional trains over difficult grades. But in these cases, electrification was merely an adjunct to the then-prevailing steam power.

When the Milwaukee electrified, it abandoned steam entirely on the electrified sections with the intention of saving money and improving both passenger and freight service.

Besides offering passengers on the famed transcontinental Olympian an unprecedentedly smooth and smoke-free ride through the grandeur of the Belt, Rocky, Bitter Root, Saddle and Cascade Mountains and ensuring dependable schedules year round, the Milwaukee's electrical operation was highly successful economically and led the way for other similar projects around the globe.

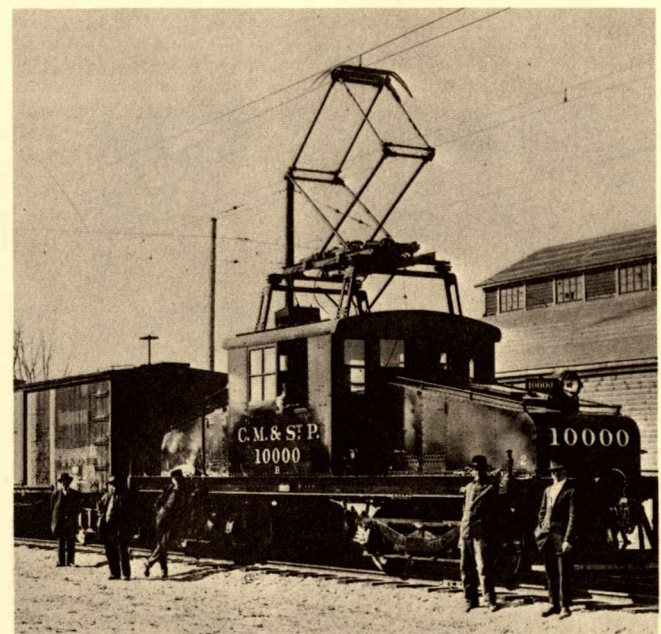
In a span of just a few years, due to the Milwaukee Road's innovative efforts and electrical expertise, its electrified main line became the "most widely known section of railroad track in the world . . . be-

greatly influenced the Milwaukee in its decision to electrify throughout the mountains of Montana, Idaho and Washington.

yond question," according to one observer of the period.

Celebrities frequented the prestigious transcontinental Olympian between Chicago and Seattle, providing pictures and quotes for the news and publicity mills of the time.

The earliest electric operation on the Milwaukee Road began in the summer of 1915, when switcher 10000 went into service in the yard at Great Falls, Mont. The small 1500 volt D.C. switching operation was installed primarily to abate noise and smoke over a four-mile section of track which ran through the town's main business district. Its use was discontinued about 1937.



Thomas A. Edison marvelled at the smooth ride, Babe Ruth posed in the cab with an engineer, and President Warren G. Harding operated an electric locomotive for a stretch, occasioning the installation of a plaque on the side of the cab which read: "Chicago, Milwaukee and St. Paul Ry./To Puget Sound—Electrified/July 2, 1923/Warren G. Harding/President of the United States/Operated Locomotive No. 10305/Westbound Sappington, Mont./to Avery, Idaho."

More importantly, throughout the 1920s, a steady stream of engineers and railway officials from all over the world came to observe this new American engineering marvel. Representatives from at least 17 countries in Asia, Africa, Europe, North America and South America visited the Milwaukee Road's western lines. That they were impressed with what they saw was evident, because almost all of those countries built electrified lines soon afterward and several, notably Brazil, Chile, Argentina, Spain and France, adopted many of the Milwaukee's new techniques.

Although the railroad gained great international fame and publicity for its revolutionary passenger service and technological sophistication, economics remained the primary reason for electrification.

Electrified operation provided great savings over steam operations, and this occurrence came as no surprise to the railroad.

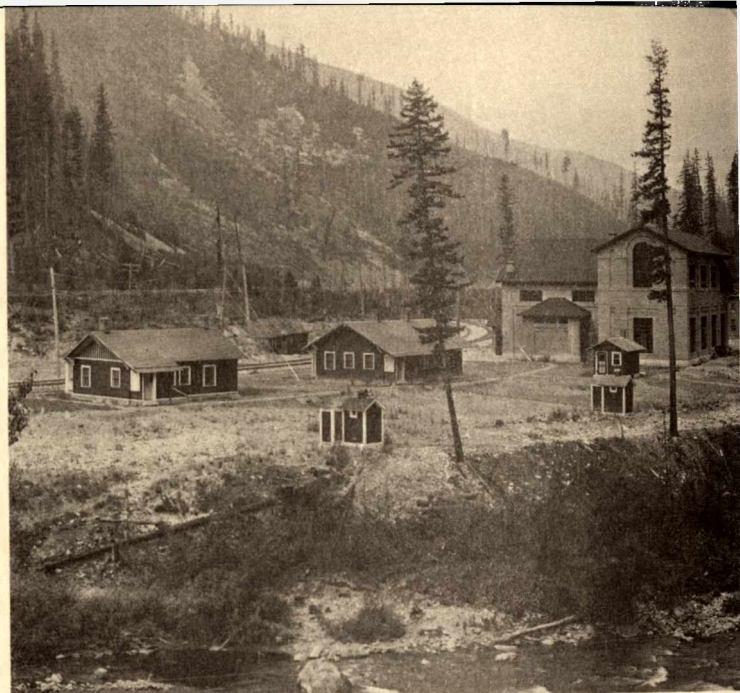
A. J. Earling, president of the railroad from 1899 to 1916, had headed a study group in 1912 which determined that sizeable economies, primarily in the form of greater hauling capacity over the mountains, lower locomotive maintenance costs and better locomotive utilization, would be realized if electrification was undertaken. The 1912 study proved accurate, and by 1927 the electrification had more than repaid the initial investment in operational savings.

Although far-sighted management played an important part, the Milwaukee Road's role as a leader in electrified railroading was to a large degree determined by historical circumstance.

As the last transcontinental line to reach the Pacific, the Chicago, Milwaukee and St. Paul (as it was then called) had at its disposal in the first decade of the 20th Century a vastly different level of technology than was available to earlier transcontinental builders.

By 1909, limited electrifications for terminal and tunnel operations had been proved feasible elsewhere. At the same time, commercial demand for electricity was growing and the vast potential for hydro-electric power in western states was being developed. With this technology available, the possibility of electrical operation was considered as early as 1905 and 1906 while land for the extension was being acquired.

As they planned and surveyed the route, officials and construction engineers learned for them-



The substation and residences at Drexel, Mont. are shown as they looked shortly after their construction in 1916. Twenty-two such installations were built along the electrified portion of track to convert the 100,000 volt A.C. delivered by the power companies to the 3,000 volt D.C. required for electrified operations.

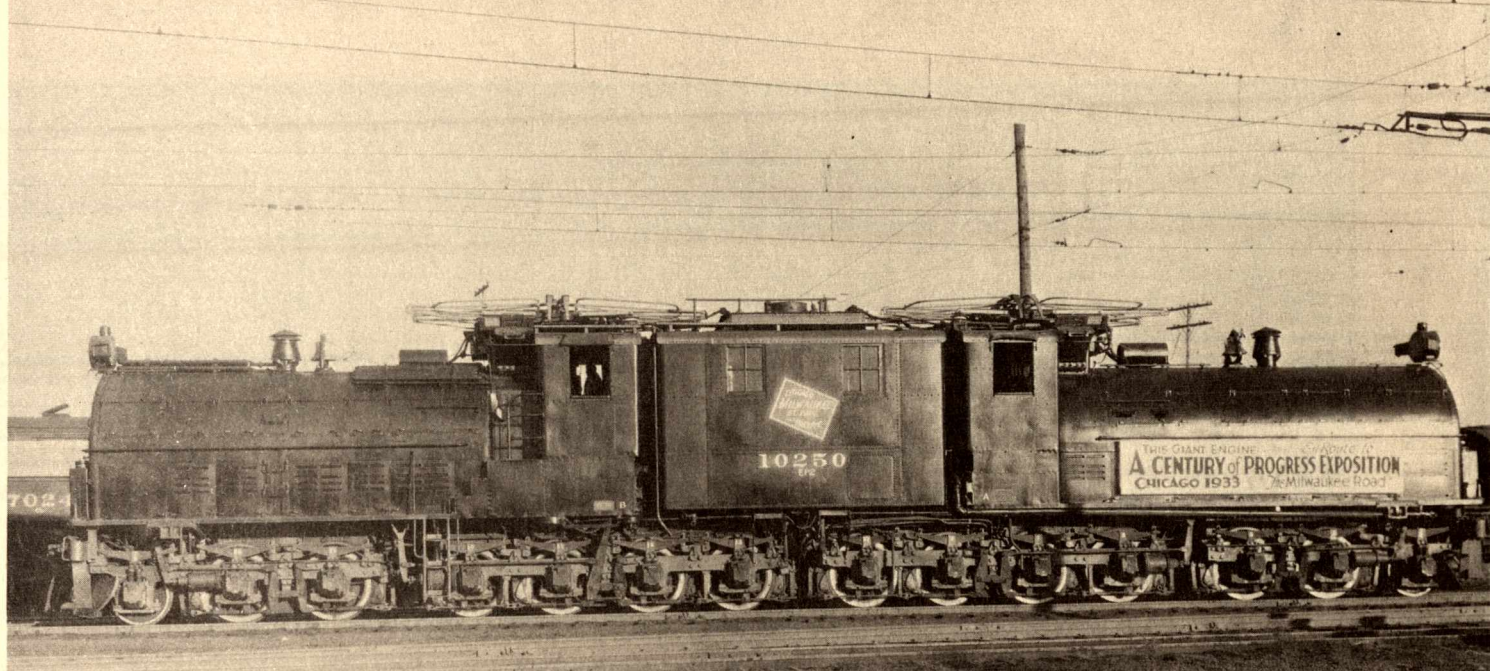
selves the benefits which electrification could provide. The long distances to Midwestern coal supplies, an abundance of hydroelectric potential close at hand, the long, severe winters and difficult terrain all underscored the advantages of electrifying.

As a result of these early considerations, parcels of land were purchased and set aside for possible electrical substations, and flow rights for generating dams were secured, all before the extension was completed.

But construction of the extension as a conventional railroad proceeded. Having the experience of earlier westward builders to draw on, and having the advantage of the Northern Pacific Railroad already close by to bring materials to work crews, construction of the extension proceeded remarkably well. Well-planned and highly organized, the 1,400-mile Pacific extension project was completed in slightly more than three years, from Glenham, S.D., to Seattle.

Limited operations were underway in some places in 1908 and the line was opened from Chicago to Seattle in 1909. However, the problems of operating steam locomotives year-round through the mountains in Montana and Idaho all too soon became apparent.

Steep grades, constant curvature and frequent tunnels made steam operation on the extension trying even in good weather. But long, bitter cold winters, bringing heavy snowfall and temperatures as low as 40 degrees below zero, compounded the difficulties. In cold weather, steam locomotives were extremely difficult to maintain, often suffered significant power losses, and sometimes simply wouldn't run. Even in good weather, mountain grades and curves



Bi-polar No. 10250 shown in its way to the 1933 Century of Progress Exposition in Chicago. Unique in both appearance

and design, the railroad's five Alco-GE bi-polars were the star performers of the passenger fleet for nearly 40 years.

caused steam locomotives to lose a great deal of power.

The success of two other electrification projects in the Milwaukee's territory brought further impetus for electrifying. In 1909, the Great Northern electrified its line through the Cascade Tunnel, and demonstrated the superiority of electric over steam operation in the difficult winter conditions. Of more direct impact was the highly successful electrification of the ore-carrying Butte, Anaconda and Pacific Railroad which connected with the Milwaukee. Watching the BA&P work out the problems of mountain electrification on a small scale, Milwaukee officials became certain that it could be done larger and better.

With electrification thus a very real technical possibility, and with the problems of steam opera-

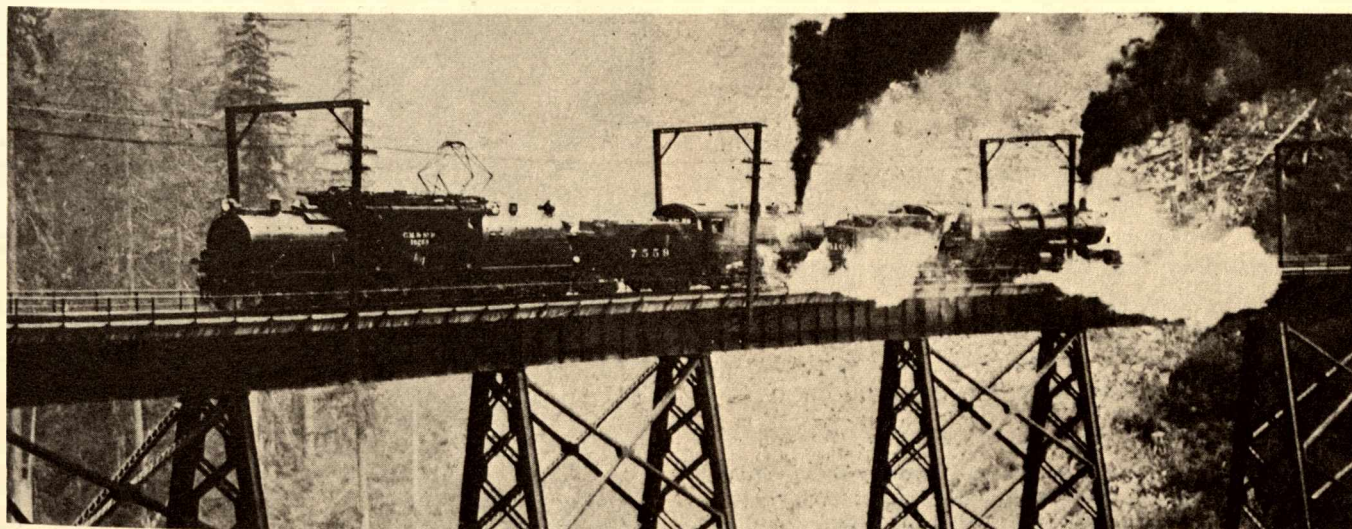
tions all-too-frequently demonstrated, research was begun in 1912 to determine the feasibility of electrification from Harlowton to Avery and the most advantageous system to adopt.

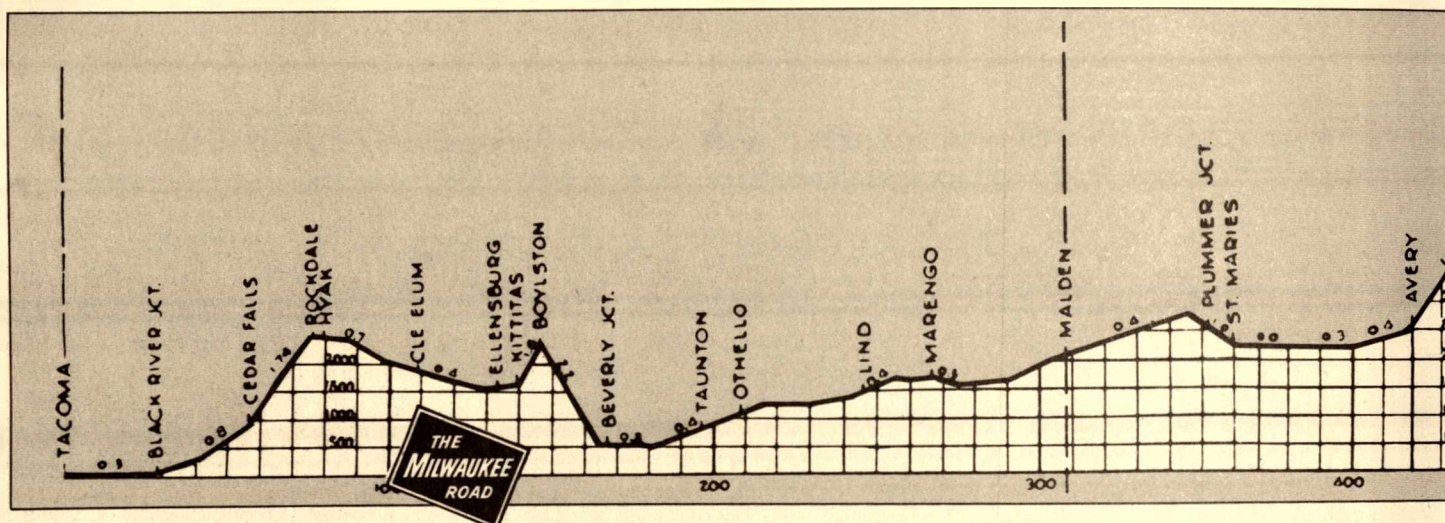
After this exhaustive study of all the factors and possibilities was completed, the board of directors voted to electrify with a 3,000-volt, direct current, overhead supply system.

On the railroad's board of directors at this time was John G. Ryan, president of the Anaconda Copper Mining Company and a director of a local power company. Ryan's interests in these inter-related fields undoubtedly helped sway the rest of the board toward electrifying, and his special expertise and influence helped ensure that it would be done smoothly and efficiently.

One of the most famous exploits of the Milwaukee bi-polars were "tugs-of-war" staged to show the tremendous tractive effort and regenerative braking powers of these electric loco-

motives. The test shown here was conducted on one of the high bridges in Snoqualmie Pass on the railroad's Coast Division about 1925.





THE COAST AND ROCKY MOUNTAIN DIVISIONS OF THE MILWAUKEE ROAD

Late in 1912, the first contract for power supply was signed with the Montana Power Co. Work on the electrification began in April of 1914.

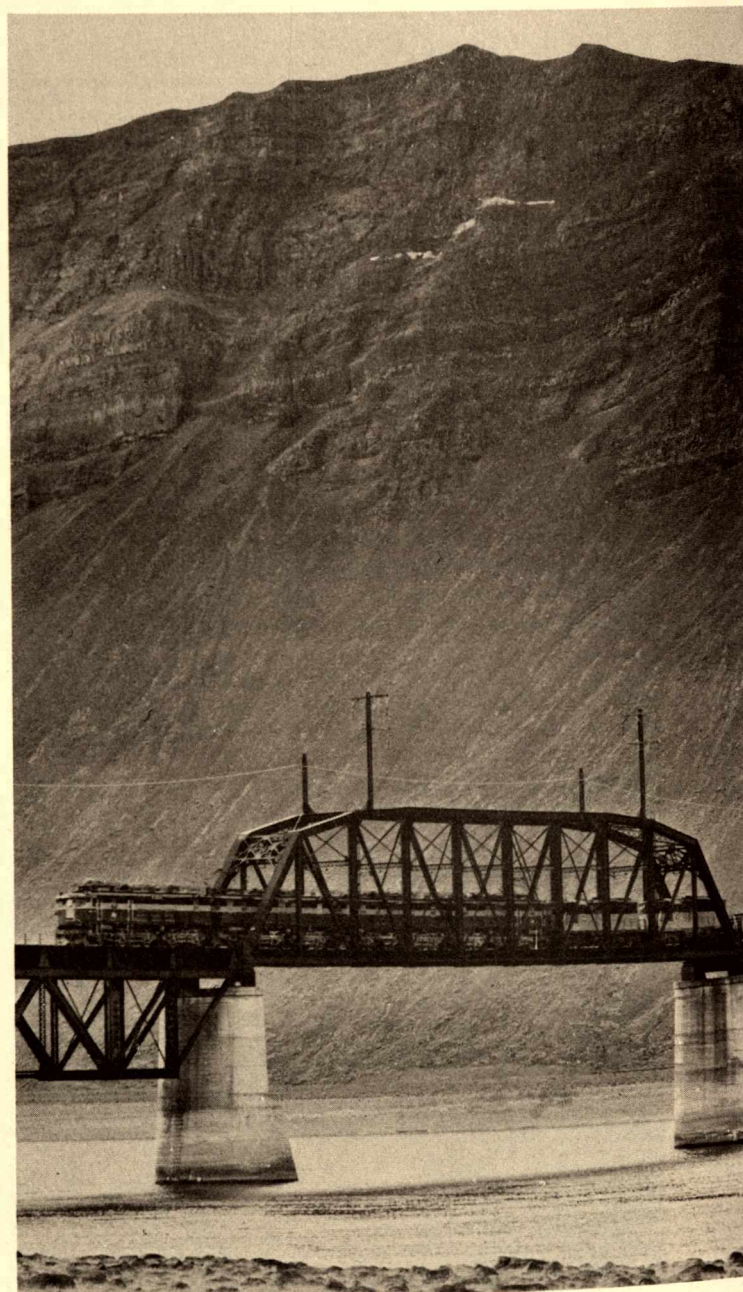
On November 30, 1915, the trolley wire was energized for the first electrically-operated train to run on the Milwaukee Road, a 112-mile special from Three Forks to Deer Lodge, Mont. Electrical operations were gradually extended over the entire line from Harlowton to Avery, and steam locomotives were almost completely supplanted by the end of 1916. Full electrified operation from Harlowton to Avery began in early 1917.

From the outset, the electrification was far more successful than had been anticipated. With this success, authorization was quickly given in 1917 to electrify the Coast Division from Othello to Tacoma, Wash. On this line through the Saddle and Cascade Mountains, tunnels, curvature and snowfall made steam operation difficult for a large part of the year. The steepest grades on the mainline are also on the Coast Division.

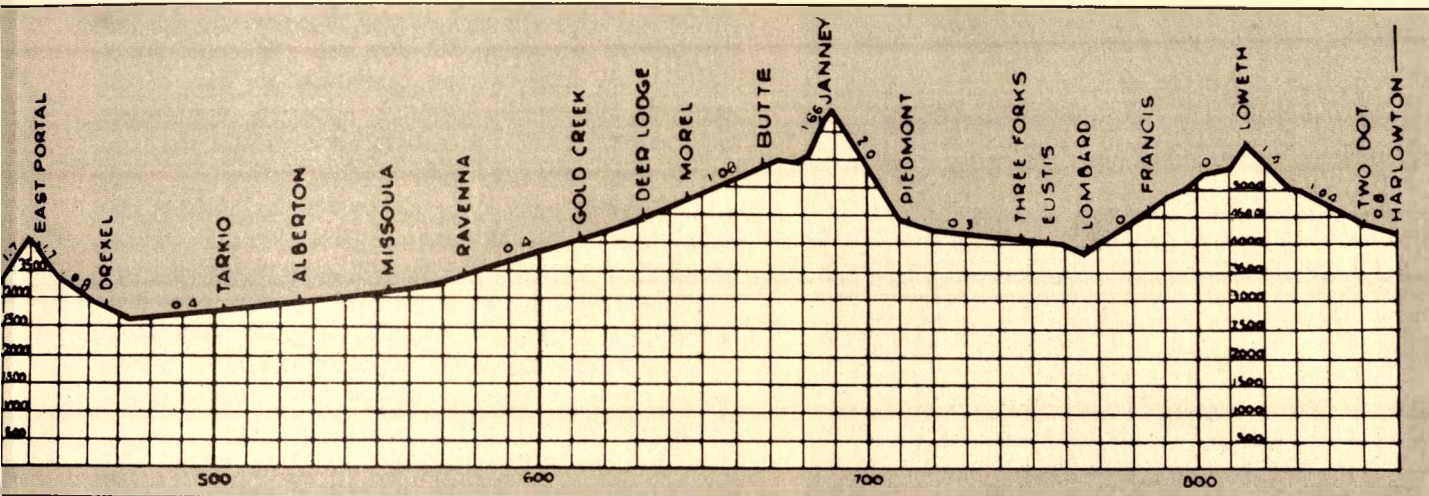
Quite naturally, the same electrical system was chosen, and by the fall of 1919, electrical helper service was started on several of the grades. The line to Tacoma was completely electrified by March of 1920, and the last leg, a nine-mile section from Black River Junction, Wash., into Seattle, was electrified in 1927.

Between the two electrified sections, from Avery, Idah., to Othello, Wash., is a relatively flat 210-mile stretch of track which is not electrified. The "gap," as it is known, was at one time scheduled to be electrified, and electric power for it was once reserved with local suppliers.

The planners' intent to electrify the railroad all the way to the Pacific is also reflected in the present numbering of the substations. Substations are num-



Alco-GE boxcab E-22, one of two such units streamlined for passenger service in 1953, shown in freight service near Beverly, Wash., on the railroad's Coast Division.



EE ROAD, SHOWING THE GRADE AND ALTITUDE PROFILE FROM TACOMA TO HARLOWTON

bered westward, starting with No. 1 at Two Dot, Mont., and continuing on the Rocky Mountain Division to No. 14 at Avery, Ida. Substations 21 through 28 are on the Coast Division between Taunton, Wash., and Tacoma. The allowed for six numbered stations in the gap were never built.

The line through the gap, relatively flat and straight, lacked the immediate operating difficulties of the other two segments. The gap therefore had the lowest priority for electrification, since steam power could do the job well.

Shortly after the Coast Division electrification was completed, the national economy took a downturn. Due to a resulting lack of traffic development on the extension, a concurrent difficulty in obtaining capital, and the fact that through passenger and freight traffic moved over different routes near Spokane, Wash., all plans for electrifying the gap were dropped by 1921.

Traditionally, the "gap" has posed several problems, but the primary one has been locomotive utilization. With electric locomotives restricted to only parts of the 900-mile run between Harlowton and Tacoma, the railroad has been restricted in its operational flexibility. Because of the need to improve flexibility, conversion to all electric or all diesel on the western lines has been discussed for many years but neither had been found advantageous prior to now. Branch line operations on both electrified sections have always been non-electrified.

But in the 1920s, results from the two sections which were electrified were no less than astounding. Immediately, the railroad experienced drastic cost savings and the electrification rapidly began to pay for itself.

At the time of the electrification, fully 14 per cent of the railroad's equipment was doing nothing but hauling coal for steam engines in the West. Most of this equipment was immediately released for revenue service.

Also, the expense of maintaining coaling and

watering facilities for steam engines was eliminated on these sections.

Since the Milwaukee did not have extensive coal resources in the West, the burdensome expense of hauling coal from the Midwest to points in Washington, Idaho and Montana was also greatly reduced.

Following a large forest fire in Idaho, laws were passed prohibiting the use of coal or wood-burning locomotives through National Forest lands. Although a number of locomotives had already been converted to oil burning operation, under electrification the railroad was freed from dependence on oil, the price of which rose sharply during and after World War I. To a large extent it was also spared the expense of storing and hauling fuel oil in this area.

The over-all cost of fuel, comparing the cost of coal burned per ton-mile to the cost of electricity used per ton-mile, was cut by two-thirds. Maintenance costs, always sizeable with steam engines, were cut 75 per cent. In addition, because of the rapid turn-around time of the electric locomotives, their 24-hour-a-day availability for service, and their higher speeds and hauling capacity, locomotive and train crew productivity rose sharply.

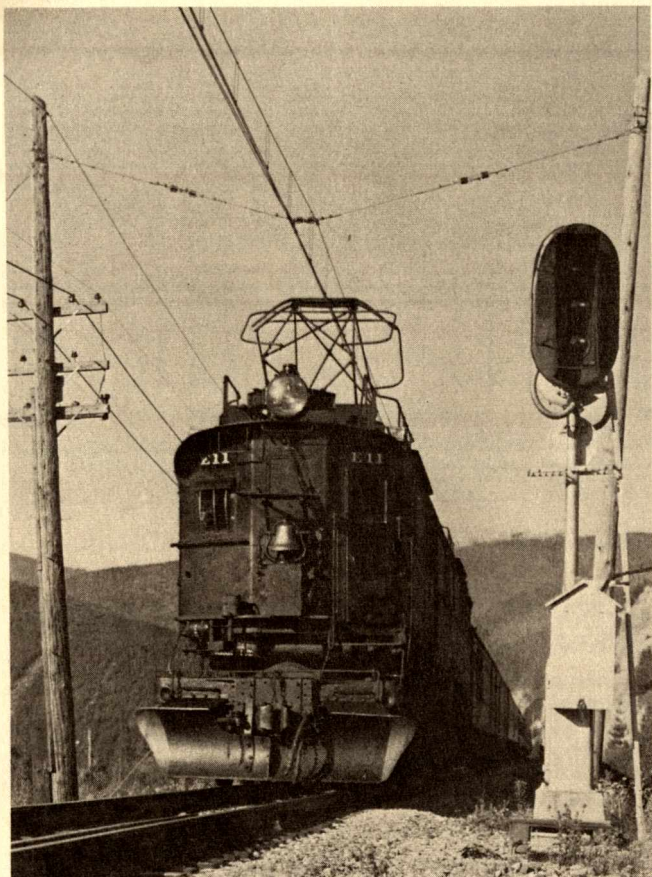
These operational economies allowed the Milwaukee to quickly recoup its investment and have provided ongoing savings that have helped cushion the railroad during some financially difficult times.

Today, the electrical system remains in operation largely as it was built. Wires, poles, signal and electrical equipment have been replaced as needed, but the bulk of the system endures intact.

Electrical power for the system is provided by the Montana Power Company, the Washington Water Power Company and the Puget Sound Power and Light Company.

The power is almost exclusively hydroelectricaly generated from dams on various rivers in Montana and Washington.

Electricity from these utility companies is delivered to the railroad at 10 of the 22 substations in



ABOVE: Baldwin-Westingshouse electric E-11 pulls the "Olympian" through the Bitter Root Mountains in 1941. Ten of these locomotives were delivered to the railroad in 1919-20 for passenger service on the Rocky Mountain Division.

BELOW: Little Joe E-77, operating as a booster for a five-diesel through-freight consist, plows its way through a fresh snowfall on the Rocky Mountain Division.



the form of 100,000-volt alternating current. All the substations on each division are connected by a 100,000-volt high-tension transmission line which parallels the track. Through electrical equipment and transformers, the substations convert the current to the necessary 3,000-volt D.C. current.

At 3,000 volts D.C., electricity is fed from the substations into the copper feeder cable which parallels the track. The feeder is connected at frequent intervals to the two copper trolley wires suspended approximately 24 feet above the track from a steel messenger cable. The messenger cable in turn hangs from cross-arms attached to 40-foot poles alongside the track.

Each of the substations is primarily responsible for energizing a certain section of catenary, and intervals between substations were determined by probable power demand on that section of track. They are closer together on steep grades, for example, where power requirements are greater.

To obtain electricity from the catenary, the locomotive is equipped with a device called a pantograph. Spring-loaded, the pantograph rides underneath the wire, collecting energy and feeding it through control devices to the electric motor. When electricity is introduced into the motor, a magnetic field is created, causing the motor's armature to revolve and, usually through gears, propelling the locomotive.

Strictly speaking, the term "electric locomotive" is a misnomer. Locomotive implies a completely self-driven machine, but the electric units contain no energy producing mechanism, only a motor. They convert electrical energy supplied from the wire into mechanical energy which moves the train.

The twin catenary supply system, developed especially for the Milwaukee, was designed to provide a steady supply of energy to the motor and eliminate sparking by ensuring that constant contact between the pantograph and the catenary would be maintained. Secondary tracks, yards and passing tracks normally have only one trolley wire.

To complete the necessary circuit, electricity is returned to the substation through the rails and in some areas through supplementary feeder cables atop the poles.

Of the 22 substations in the two zones, 11 are operated by supervised remote control and one is fully automated.

Although the eight substations on the Coast Division and the 14 substations on the Rocky Mountain Division are interconnected electrically on each division, each substation is equipped with circuit breakers, disconnect equipment and bypass circuits to allow continued operation on other parts of the line if the substation, wires or circuitry in one section should become inoperative.

Included in the railroad's original investment in electrification were 42 electric locomotives, 30 for freight and 12 for passenger service. Ordered from

General Electric Company, which built the electrical components, and American Locomotive Company, which built the mechanical part, these 42 locomotives, each capable of developing 4,050 horsepower, consisted of two semi-permanently coupled cab units. Delivered between 1915 and 1917, they have proved themselves lasting tributes to the men who designed and built them, as well as those who have operated and maintained them. Although changing motive power requirements have brought modification of the units, 23 of the original 84 single units were still available for use when the phase-out was announced.

Subsequent purchases in 1920 and 1950 brought the total number of electric locomotives acquired to 128. As late as 1960, 98 of those units were still operating.

Several of the original units were altered at various times, some having cab and pilot wheels removed for use as non-control units, some rebuilt as shorter freight units, and some redesigned and modified for streamlined passenger service.

Originally designated EP-1 and EF-1, the first GE-Alco units are today used in various combinations of two, three or four cab and cabless units, as switchers, helpers and local freight locomotives with the designations EF-2, EF-3, ES-3 and EF-5.

The first electric locomotive to arrive on the system was No. 10200, proudly heralded by the railroad and the builders as the largest electric locomotive in the world. Not only was it the largest, but it was the first direct current electric locomotive to operate at a potential as high as 3,000 (later 3,400) volts, and the first to employ regenerative braking.

This same unit, perhaps the oldest working locomotive in the country, is still available for service in Deer Lodge, Mont. as No. E-50AB.

Regenerative braking, little understood in 1915 except by electrical engineers, is a technique which simplified and increased the safety of mountain operation, reduced wear on brake shoes and actually recovered electrical power and returned it to the

overhead system for use by other trains.

The Milwaukee has long been proud of this feature. The *Milwaukee Road Magazine* in 1916 described regenerative braking as "a process of producing electrical current within the motors of the locomotive by converting the motors into generators, and the current thus produced being returned to the trolley; and the force of gravity which tends to make the train run away down grade is the power that drives the generators, and the work thus performed operates to hold the train back."

Once on a down grade, the engineer throws a switch in the cab and regeneration takes over. The desired speed is maintained by use of the line current control. The trains are equipped with air brakes, but air is used only while switching into regenerative braking and as a back-up system in case of emergency.

Returning current to the line has proved an economic boon, since 40 to 60 per cent of the power used ascending a grade can be returned while descending. With the numerous grades in the Milwaukee's mountain electrification, the railroad recovers about 12 per cent of the total energy used by its electric locomotives and returns it to the system, powering other locomotives or receiving credit from the power suppliers.

Regenerative braking is now widely used throughout the world and has been a feature of all other types of Milwaukee Road electric locomotives.

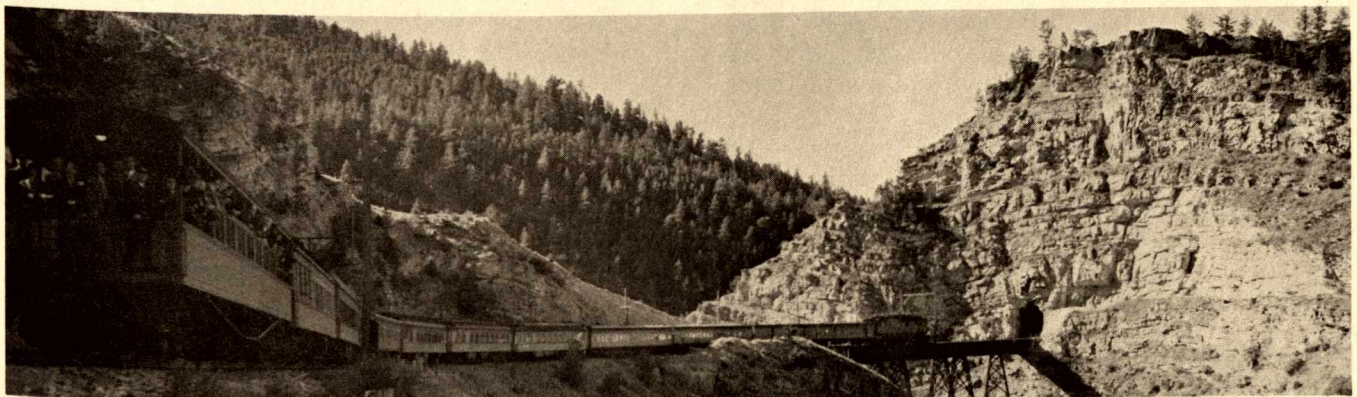
A second type of electric used by the Milwaukee Road was the now-famed "bi-polars," Class EP-2. Unique in both appearance and design, the five bi-polars were passenger locomotives with a long record of outstanding service.

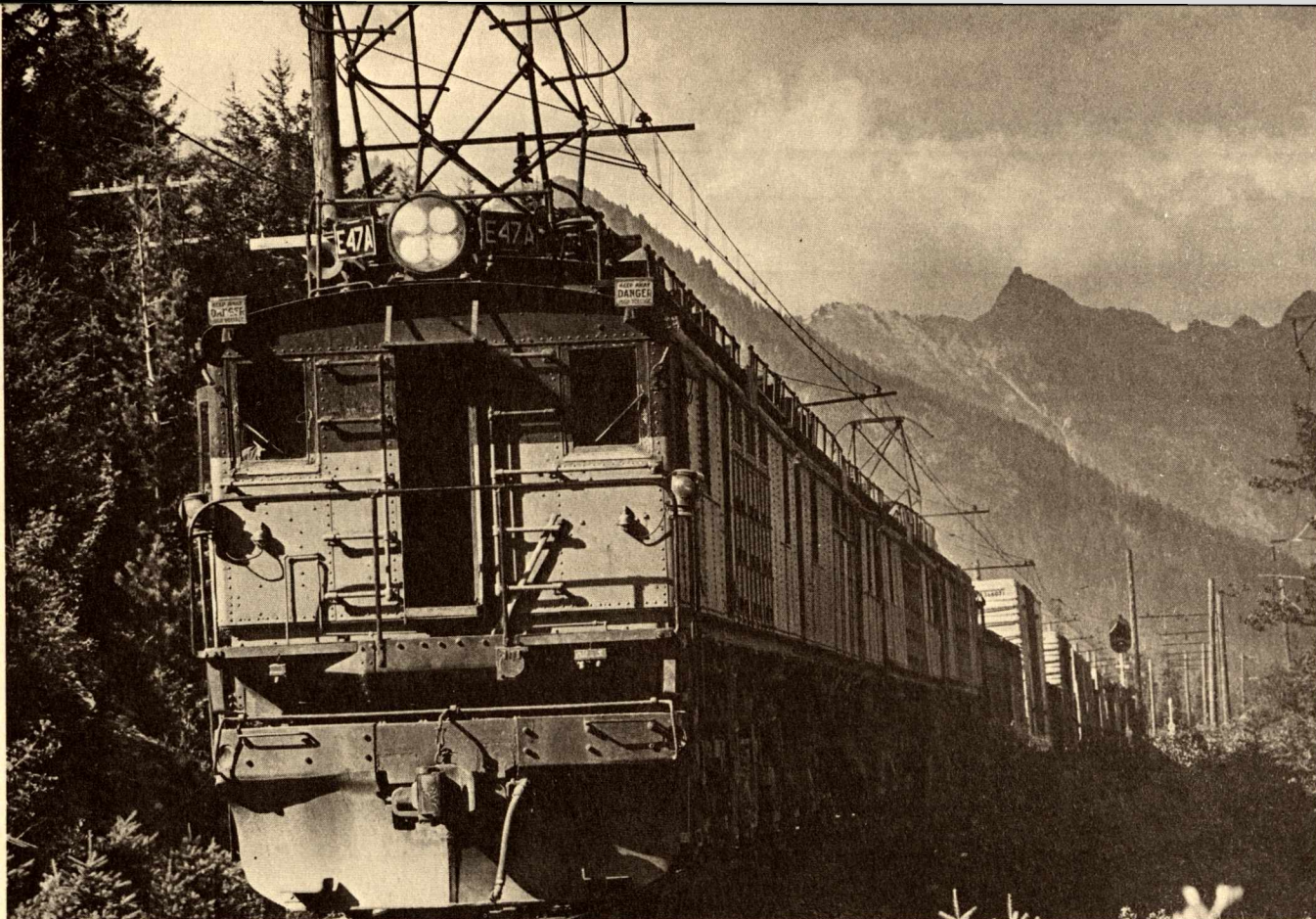
They were gearless electric locomotives, meaning that the armature of the motor was also the driving axle. When current was introduced and the magnetic field forced the armature to turn, it turned the wheels directly, not through gears as was the case in other types of electrics.

Long, low, and multi-wheeled, the bi-polars

The Milwaukee's famed "Olympian," powered by a Baldwin-Westinghouse electric locomotive, is shown at Eagle Nest Tunnel in Montana Canyon (near Ringling) in 1939. The complete absence of smoke and cinders on the railroad's

electrified districts made it possible for passengers to enjoy the luxury of riding in open observation cars through the grandeur of mountain scenery along the route.





Alco-GE boxcab E-47A pulls an eastbound freight through the Cascade Mountains on the railroad's Coast Division near

Hyak, Wash., in July 1970. Photo by Tom Brown.

were once called "centipedes on rails." They were built by General Electric-Alco and were delivered in 1919 and 1920.

The unique appearance of these locomotives made them the star performers of the railroad's electric passenger fleet. The low curved hoods of the massive bi-polars showed up on almost all of the railroad's transcontinental passenger advertisements from the 1920s into the 1950s.

Designed to run at 70 m.p.h. and capable of up to 4,120 horsepower, a single unit could handle a whole train over any grade on the line with smooth, silent, smokeless power.

The simple but rugged bi-polars gave years of almost trouble-free service in the Cascades. A railroad policy change ended their use on the Olympian Hiawatha in 1956, and eventually they were put in storage at the railroad's Deer Lodge, Mont., shops. An attempt to convert the units to freight service was unsuccessful, and as a result, in the early 1960s, four of the units were scrapped. The fifth was donated to the National Museum of Transport in St. Louis, Mo., in 1961.

Probably the most famous exploit of a Milwaukee Road bi-polar was a "tug-of-war" held at Erie, Pa., in 1920.

Fresh off the production line, No. 10251 was coupled nose to nose with two modern steam engines at the General Electric plant. Actually it was to be a pushing rather than a pulling contest since drawbars

of the time would not have been able to withstand the tremendous stress.

From a standstill, the throttles of the steam engines were opened first and the bi-polar was pushed slowly backwards down the track. Then the electric began to draw power. Simultaneously, the throttle of the electric was opened further and the steam engine throttles were advanced to their last notch. With a tremendous effort, the steam engines smoked and pushed and strained, but they came to a complete halt. As the controller of the bi-polar was advanced still further, the steam engines, with drive wheels still churning, were pushed backwards.

In a similar test of regenerative braking, the two steam engines pushed the electric until regenerative braking was switched on. As regeneration was turned to full power, the pushing locomotives slowed down. With throttles wide open, the steam engines could scarcely budge the electric which, besides winning the contest, was returning electricity to the overhead trolley wire.

Similar tests were later held on Milwaukee Road track in the west, with the bi-polars emerging victorious each time.

At the same time the five bi-polars were ordered for use in the Cascades, ten passenger locomotives for use in Montana and Idaho were ordered from Westinghouse and Baldwin Locomotive Works, the only electric locomotives not purchased from the Alco-GE combination. The railroad split its order

between Alco-GE and Westinghouse-Baldwin for faster delivery, since the rapidly rising cost of fuel oil used for steam engines then in service was a severe financial drain.

Built for the same high-speed, heavy-duty passenger service as the bi-polars, the EP-3s, as they were designated, had a much more conventional box-cab design.

Although they performed well, the EP-3 locomotives were scrapped shortly after the Korean War due to high maintenance costs and a general decline in passenger traffic.

The present mainstay of the Milwaukee Road's electric power fleet are the "Little Joes," the EF-4 locomotives.

These Alco-GE units, dubbed "Little Joes" after Josef Stalin because they were originally built for use in the Soviet Union, were acquired in 1950.

With the advent of the Cold War, essential equipment going to Russia was embargoed and the locomotives, ordered by the U.S.S.R., were never delivered. Twelve of the units were purchased by the Milwaukee Road, with others going to the Chicago South Shore and South Bend Railroad and the Paulista Railroad of Brazil.

Built for the Russian 5' gauge track, the "Little Joes" were modified for standard American 4'-8½" gauge at the railroad's Milwaukee Shops and put into service. Train heating boilers (since removed) were also added to two of the units for passenger service.

Purchased at very favorable prices, the powerful EF-4s have proved highly versatile and reliable.

It's a busy morning in Avery, Idaho as transcontinental freights 261 and 262 stop to change crews and adjust their power consists. Westbound 261 will drop its Little Joe electric and operate with diesel power for the remainder of its

Each unit develops 5500 h.p. and is capable of running at 70 m.p.h., making them valuable additions to the motive power fleet. But now even the "Little Joes" are nearing the end of their life expectancy.

The fortuitous availability of these units in 1950 may have single-handedly extended the life of the electrification. At that time the original electric locomotives were rapidly wearing out and a policy decision seemed in the offing on whether to invest heavily in new electric units or to broaden the dieselization program to include phasing out the electrics as well as steam locomotives. But the decision never had to be made.

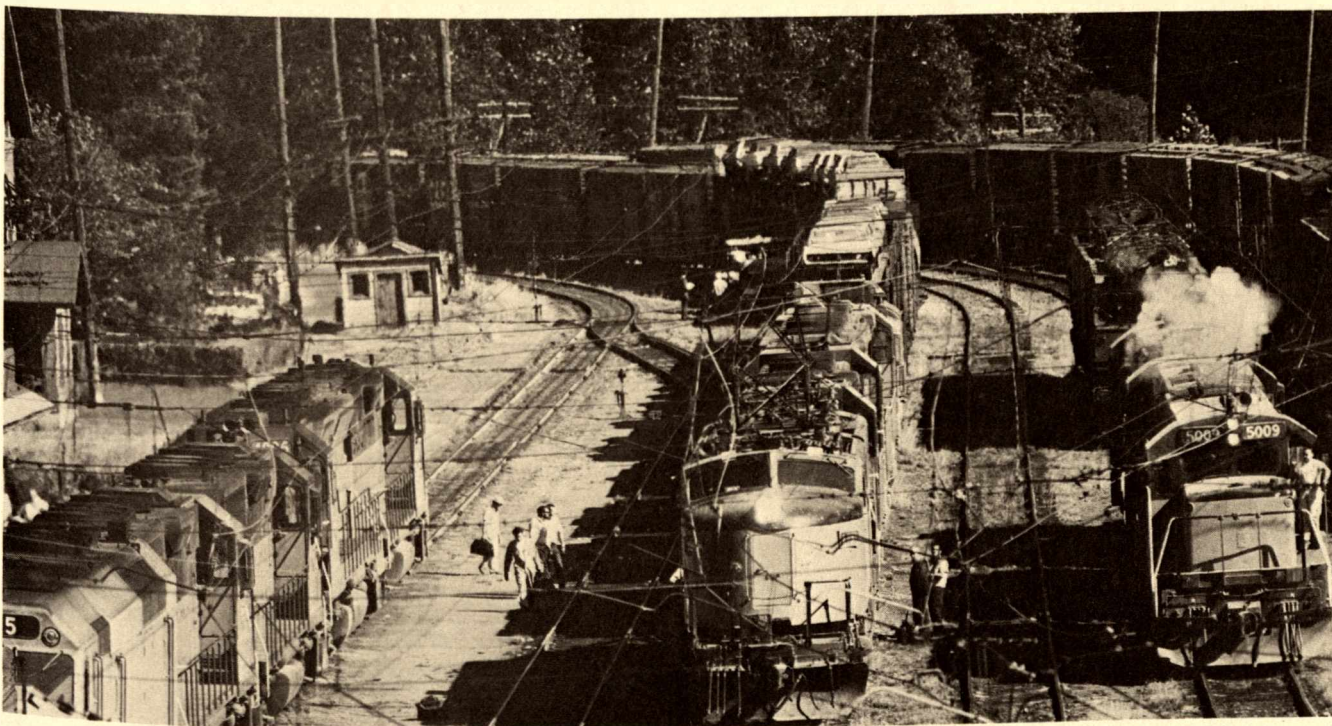
Because of the cost and the wide variety of difficulties involved with it, electrified operation has decreased steadily in recent years. Advances in diesel locomotives have negated many of the one-time advantages of electrified operation.

Use of electric locomotives on the Rocky Mountain Division has for several years been limited to helper, booster and yard service. No electrically powered trains have moved on the Coast Division since 1971.

Electric operations on the Rocky Mountain Division accounted for about 19 per cent of the locomotive miles operated on that division in 1972. Only three per cent of the total locomotive miles operated on the entire Milwaukee Road system in 1972 were electrically operated.

Viewed in this context, the announcement of the decision to phase-out the electrification was not a major change in policy, but was rather official ac-

trip to the West Coast, and Eastbound 262 will add a Little Joe to aid its diesel power in traversing the Rocky Mountain Division. Photo by Tom Brown, August 1971.



knowledge of the inevitability of existing operational realities.

No hard date for the end of the electrification has yet been set. The exact date will depend on several factors, including the availability of diesel motive power to replace the electrics. But Milwaukee Road crews are at work on the Coast Division taking down overhead wires. The scrap value of the metal in the wires is sizeable, and the wires are being kept "hot" to discourage vandalism and theft on sections the salvage crews have not yet reached.

Ironically, the Milwaukee Road's announcement of the end of its electrification came close in time to announcements by several other railroads that they were seriously considering electrifying portions of their lines.

Superficially this seems to put the Milwaukee in the role of bucking the trend of the future. But realistically, the Milwaukee's phase-out is simply the closing chapter in a different era of railroading. The other electrified operations which existed when the Milwaukee's was built, except for the commuter-oriented Long Island Railroad and the Penn Central's high-density passenger corridors, have been long since dismantled because of difficulties similar to those now facing the Milwaukee Road electrification.

New electrifications with highly advanced technology and sophisticated new equipment may well lie ahead for some railroads whose economics and traffic patterns justify the enormous investment.

But for the Milwaukee Road, its electrification is part of the past for which economic justification can no longer be made.

The Milwaukee's electrification, beloved by generations of railroaders, railfans and travelers, will be missed. It has long been a proud part of the railroad's heritage, and its demise will leave a void. But the stories, the lore and the memories will live on long after the last trolley wire is carted off for scrap and the last boxcab shell is broken up.

The electrification has done its job and done it well, and now the job is over. The concession to progress is being made quietly and with dignity.

Those who have been concerned about the fate of the Milwaukee Road electrification in recent years can rest easy.

Its niche in history is secure. ■

Prepared by the Public Relations Department of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company as a special supplement to the July-August 1973 issue of The Milwaukee Road Magazine.



Written by
RODNEY A. CLARK, Assistant
Manager-Public Information

Edited by
JOHN J. FELL, JR., Editor,
The Milwaukee Road Magazine

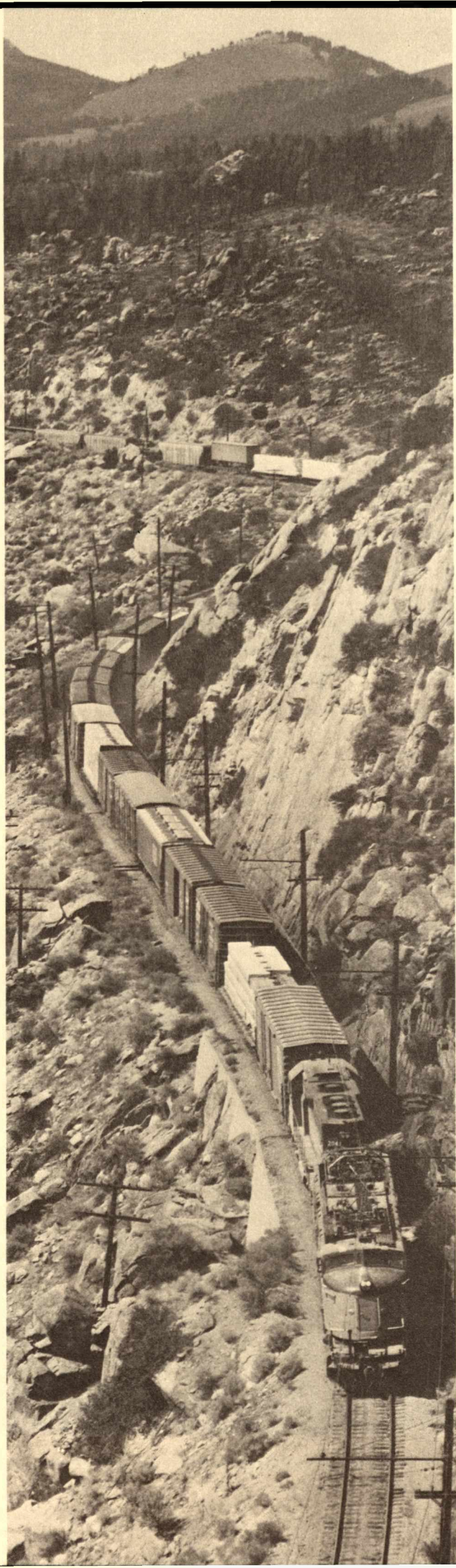


Photo by Tom Brown, 1971.